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Volume 2—Section 1

U.S. RAILWAY ASSOCIATION

■

PRELIMINARY SYSTEM PLAN

Identification of Necessary Rail Services in the Midwest and Northeast Regions, and Proposed Restructuring, Rehabilitation and Modernization

PRELIMINARY SYSTEM PLAN, VOLUME II
for restructuring
Railroads in the Northeast and Midwest Region
pursuant to the
REGIONAL RAIL REORGANIZATION ACT OF 1973

February 26, 1975

The Preliminary System Plan has been divided into two volumes. Volume I contains the full presentation of the Preliminary System Plan except for detail on several issues relating to USRA's local-service, light-density line analysis. Volume II deals exclusively with the light-density line issue, and the material in Volume I pertaining to light-density lines is repeated in this volume.

Volume II is composed of Parts 5 and 6 of the full report. Part 5 includes the following:

Chapter 16, The Problem of Light-Density Lines

This chapter discusses the light-density line issue in detail, with particular emphasis on the potential impact upon shippers and communities in the Region. In part, this chapter includes text found in Chapter 7.

Chapter 17, Light-Density Line Study Procedure

This chapter defines the method used to compare the costs of providing safe and efficient rail service with the actual revenues from existing or projected traffic over each branch line.

Chapter 18, Railroad Marine Operations

This chapter explains the methods used to analyze car-ferry operations which, in essence, were considered as light-density branch lines and subject to the same analytic procedures.

Part 6 includes the following:

Appendix J, Community Impact of Rail Service Abandonment

The Public Interest Economics Center, under contract to USRA, considered the relationship of curtailed rail service to job losses and associated increases in unemployment and community benefit costs in the Region. This Appendix summarizes the way these economic effects were analyzed at the individual county level.

Appendix K, Line-by-Line Analysis and Recommendations

This Appendix presents information gathered from railroads, shippers, public officials and the general public which was the basis for recommendations for inclusion of specific light-density line segments in the ConRail system.

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FOREWORD by ARTHUR D. LEWIS

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VOLUME II—PART 5

Light-Density Lines Study
and
Railroad Marine Operations

16

The Problem of Light-Density Lines[1]

A review of the history of rail service in the Region shows that in early years the rail industry was dominated by local, short-haul traffic. In more recent years, however, as local and regional characteristics began to shift, the rail system lost valuable traffic to alternative modes, primarily trucks. Ultimately, some rail lines which at one time were self-sustaining could no longer generate sufficient traffic and produce adequate revenues to contribute financially to the system.

The 93rd Congress, in composing the Regional Rail Reorganization Act of 1973, endorsed a two-pronged approach to restructuring the bankrupt system: create a financially self-sufficient, for-profit, private corporation (Title III) and maintain essential, but unprofitable, services through a program of rail service continuation subsidies (Title IV).

It was apparent during Rail Services Planning Office public hearings in 1974 that the abandonment of light-density, unprofitable branch lines would have detrimental impacts. The magnitude of such impacts is difficult to measure—especially if the measurement is prospective rather than historical. Based on preliminary analysis, the Association believes that subsidization can ease some of these effects. The total subsidy figure (both federal and local share combined) will not exceed the funding authorized in the Act for the first two years of ConRail's operation.

[1] A major portion of this chapter also appears as Chapter 7 in Volume I.

This chapter discusses the light-density issue in detail, including the potential impact upon shippers and communities in the Region. USRA has attempted to provide the data and the tools necessary for communities to assess the effects of discontinuance of rail service or diversion to alternate modes. The chapter also presents the alternatives for states, local jurisdictions and private industry to consider in dealing with light-density lines.

Of all the issues raised since Congressional enactment of the Regional Rail Reorganization Act of 1973, none has been the subject of more discussion and debate than the future of the light-density or branch-rail lines.

The Department of Transportation Report was issued on February 1, 1974. It labeled 15,575 miles of the 61,000 miles of track it studied as potentially excess. Since that time, the testimony of the public at the RSPO hearings and the January 10, 1975, RSPO comments on the Report focused on the light-density line issue. What is the problem, and what are its dimensions? What is the solution in the Preliminary System Plan, within the limits of the Act?

Light-Density Lines in Perspective

At the time of the original rail construction in the Region, trackage networks of individual railroad companies were small—designed to meet the real or anticipated requirements of a limited area. Track connections were built almost at random between communities to facilitate the flow of goods and to permit competition with other railroads. There was no overall regional design to the rail network. Local service and local traffic flows dominated the business.

The Nation's population, industry and commerce were concentrated in the area bounded by the Mississippi River on the west and the Ohio River on the south, and consequently the rail system was far more comprehensive in the Midwest and the Northeast than in the rest of the country.

Even before the maximum system size was attained in 1916, the composition of rail services was changing. As natural resources in an area were exhausted, or as production locations shifted, or as anticipated demands for certain services failed to materialize, the need for rail service changed. Thus, even though there was growth in the overall rail system, service was being withdrawn from some areas.

The industry's rapid unplanned expansion and overextension created many lines which never were economical, but of far more significance to unprofitable operations have been the technological development of alternate modes of transportation, the shifts in production and distribution technologies or locations and shifts in the final demand for goods and services. Often these factors moved together.

Development of the motor-carrier industry, for example, reflected improvements in the basic technology of that form of transportation (including the construction of modern highways), and produced shifts in location of economic activity to suburban areas and rapid growth of light manufacturers and services relative to heavy manufactures and mining (see Chapter 1). Similarly, pipeline operations achieved large increases in technological efficiency during the shift from coal to petroleum fuels and produced the relocation of much economic activity from the Northeast to the Gulf states.

A major factor was the extensive development of inland waterways which diverted from rail services a large volume of bulk products. As a consequence of these changes, traffic which had been carried almost entirely by the rail industry was captured by competitive modes, causing readjustment problems for the Northeast and Midwest Region in particular. These fundamental, structural changes are continuing today.

The rise of the trucking mode is of greatest importance with respect to intermodal competition and demand shifts and their impact on light-density lines. As the railroads themselves had once been a revolutionary force in facilitating the development of previously inaccessible areas, the development of modern highways and the motor-carrier industry has revolutionized the transportation patterns in the Region. The improvement of "farm to market" roads and the highway network generally made agriculture and small manufacturing less dependent upon small rural communities and their rail lines serving them.

Traffic originating from these communities became more suitable to trucking than rail service; often rail lines in agricultural areas were left with no traffic other than once-a-year movements of crops. Highway improvements also promoted a vast increase in private auto ownership and resulted in the virtual disappearance of local rail passenger service.

Improved highways and the rise of the motor-carrier industry permitted decentralization of much

urban-based commerce. Heavy manufacturing and shipping activities had clustered around rail facilities located in the central city, but the development of efficient motor carriers and modern highways accelerated migration of industrial activity and population from city centers to the suburbs and from the Northeast and Midwest to the South and West. These relocations often reduced the distance which commodities had to move, thereby enhancing the ability of motor carriers to compete effectively for the traffic.

Redundant rail capacity has resulted, too, from changes within the rail industry itself. One factor was direct increases in capacity brought about by such improvements as centralized traffic-control systems, automated yards, larger freight cars and more powerful locomotives. Another factor is that reorganizations of the industry—in particular, railroad mergers and traffic reroutings—made some trackage unnecessary.

The industry has sought lower unit costs through better utilization of equipment and economies of scale. Mergers were undertaken to attain the traffic levels and system size thought necessary to realize these economies. Mergers, particularly when they involved parallel rail carriers, presented opportunities to downgrade or retire one of two main lines, plus internally redundant feeder and branch line systems that were an amalgamation of the lines of the merged entities. Traffic rerouting and service restructuring often eliminated the economic justification for what had been main and secondary lines.

In sum, the Region's rail system has long faced a transition problem of substantial proportions. Rail lines which at one time were self-supporting have been left with inadequate traffic and revenue. Many such lines remain today, still draining the financial and competitive strength of rail carriers.

Railroads Try To Adjust

Railroads have engaged in a number of practices to adjust to the redundant capacity which developed from the processes of the past and which continue today. These efforts include service reduction, deferral of maintenance, internal cross subsidies and the abandonment of lines.

Reduction of service is an almost automatic—albeit usually lagged—response to a decline in traffic. Train service typically is scheduled; those schedules are adjusted after traffic declines are noted and identified as permanent. The effectiveness of this approach is tempered by two factors. First, service reductions may have the effect of forcing some of the remaining traffic to motor carriage, thereby further eroding the financial condition of the line. Second, limited service reductions often result in only minor savings.

Deferral of roadway maintenance also tends to be an automatic but lagged response to a decline in traffic, especially when the carrier's earnings are low. Reduction in roadway maintenance levels reduces operating expenses in the near term, with little or no impact on revenues in the short run. This process can be called gradual disinvestment.

Railroad profits closely follow general trends in the economy. Since internally generated cash flow is almost the only source of funds for maintenance-of-way, it is general industry practice to defer maintenance during periods of low earnings and to try to catch up when earnings are high. When maintenance is deferred for long periods and when the level of catch-up maintenance fails to equal accumulated deferrals, the basic plant deteriorates, and the ability to provide service is reduced with a consequent adverse effect on revenues. The cycle tends to be self-generating and, if continued long enough, facilities deteriorate until safe operation is impossible without improvements to the plant.

By definition, wherever a continuing service fails to cover its costs, an *internal cross subsidy* results (see Chapter 2). Deficits produced by such services are offset by higher rate levels on other services or by erosion of shareholders' equity. Cross subsidies can be justified only where the service being supported is likely to revive and return to profitability in the near term. Prolonged cross subsidy benefits neither the carrier nor, obviously, other shippers who must pay higher rates.

Deferral of roadway maintenance results in an erosion of shareholders' equity and can be maintained only for a limited period if the investment base is to be maintained. Continued erosion has a dual adverse effect. First, erosion of the equity inevitably affects the ability to provide service. Continuing erosion has an impact first on the secondary lines and services and then on the primary facilities, such as heavy-density main lines. Second, lower profit levels associated with cross subsidies will raise the carrier's cost of capital and limit its ability to replenish and revitalize the eroded investment base.

The final course of action available to a railroad is *abandonment*. Since 1920, the Interstate Commerce Commission has had authority to control the abandonment of rail mileage. The abandonment procedure involves the preparation and submission by the railroad to the ICC of an application containing information pertaining to the line and the size of its reported deficit and the carrier's financial ability to bear the loss.

The ICC may hold public hearings on the proposal before weighing the evidence and deciding whether retention of the line meets the test of "public convenience and necessity." Since passage of the National Environmental Policy Act of 1969, and as a result of subsequent court cases, the ICC must also prepare an environmental impact statement on the abandonment decision (see Chapter 11).

An inadequate and protracted adjustment process hurts the shippers and communities served as well as the carriers. Declines in the quality and quantity of rail service and increased cost and rate levels speed the process of industry outmigration and limit the ability to attract new industry. This, in turn, gradually affects the individual community and its population and employment base. These effects are considered in more detail in the latter part of this chapter.

Service Discontinuance in the Past

The filing of abandonment applications has been cyclical, reflecting carrier earnings levels and inability to continue cross subsidies. The limited abandonment activity between 1920 and 1927 reflected satisfactory profit levels and little intermodal competition. Between 1928 and 1941, however, there were a great many abandonments due to the decline of traffic during the Depression and the effects of motor carrier competition.

Between 1942 and 1953, abandonment activity slowed amidst a surge of freight and passenger traffic. In addition, in 1942 the Supreme Court upheld the right of the ICC to include employee protection conditions in abandonment authorizations. This changed the rules for abandonment and reduced the potential cost savings.

Abandonments were at a relatively high level between 1954 and 1969, reflecting the advent of the Interstate Highway System and several economic downturns during the period. Since 1969, there has been an increase in abandonment applications as a consequence of the continued diversion of traffic to competing modes and the industry's depressed earnings level.

Between 1920 and 1970, railroads filed 4,473 abandonment applications involving 73,555 miles. In the majority of instances, the abandonment petition was approved. Carriers have become sophisticated in predicting which applications will be approved—hence the high success rate.

If a carrier is uncertain of the outcome, it usually will choose to continue the line in operation but reduce maintenance expenses, impairing service which in time may be reduced to the point of de facto abandonment. When a line finally reaches the abandonment process, it usually affects little traffic directly and the cost of rehabilitating facilities makes the abandonment decision a clear-cut one.

The abandonment process has been less than adequate. Until the ICC adopted new procedures, including the so-called "34-car rule," hearings and review of public convenience factors were undertaken separately for each application. Each line was considered in isolation from other uneconomic trackage operated by the carrier or by all carriers in a given area. There was little or no interactive planning among the various railroads and with the affected communities in a geographic area. For this reason, continuation of the piecemeal abandonment process could well result in the loss of more service than is necessary.

Of equal importance, however, to a full understanding of the problem is that gradual extension throughout the Region of that process of *de facto* abandonment mentioned above. This has happened to far too many shippers and communities—often almost without their notice. No shipper or community is well served by a continuation of such a practice, and it is the Association's desire—as hereinafter developed—not only to halt such a practice but gradually to improve rail service on those branch lines which do pass the test of economic viability as promptly as the availability of material will allow.

USRA and Light-Density Lines

The light-density line issue presented USRA with a significant challenge. The 1974 DOT report dealt with solvent as well as bankrupt carriers, but the Association's planning is limited to the light-density lines of the "railroads in reorganization" under the Act. The DOT report found 15,575 miles of the 61,000 miles of track it studied as "potentially excess." USRA found 9,600 miles of track of the bankrupt railroads as appropriate for study. Of that amount, about 3,400 miles have been recommended for inclusion in ConRail. The remaining 6,200 miles of track are available for subsidy under Title IV of the Act. USRA evaluated such light-density lines in light of its congressional mandate to provide "adequate service" through an "economically viable" rail system.

The debate in Congress on the Act and the committee reports are replete with references to the "for profit" operating company (ConRail) to be created under the Act. Subsequent Special Court and Supreme Court decisions have made clear USRA's responsibility to follow this directive of the Congress, while pursuing as well the other goals set forth in the Act. Clearly it must plan for an economically viable ConRail. Failure to do so would leave Congress and the Nation exactly where they were in 1973—with bankrupt carriers.

Some have asserted that the light-density line problem is *the* critical issue for the bankrupt carriers; others contend that the problem is insignificant. While other areas exist where the impact on net income is as great as that caused by light-density lines, the deficits from branches are nevertheless significant; estimated losses are at least $38 million a year. A lower deficit can be assumed only by accepting the premise that services should continue over facilities which are so debilitated that they fail to meet safety standards for 10 m.p.h. operation, a premise which can only result in their ultimate abandonment when the plant becomes totally inoperable. The estimated costs to ConRail are predicated on maintenance sufficient to maintain safe opera-

tions at 10 miles an hour. The implications of such losses on ConRail viability are significant.

The inclusion of all light-density lines in the ConRail System would require a "cross subsidization" of the service provided on those lines that do not generate revenues adequate to cover costs. Cross subsidy is the process through which money-losing services are continued in operation by using profits from other service. When the railroads were, in effect, a monopoly insofar as transportation of freight and people were concerned, this was a valid concept. The monopoly power was accepted in part because it provided subsidized services at no cost to the government.

The basic factors which have adversely affected the profitability of the rail industry are discussed elsewhere, (see Chapter 1). They have reduced the economic base that allowed the railroads to provide internal subsidies to deficit services. Railroad companies through lower profits and shippers through higher rates have carried the brunt of the cross subsidy load.

The cross subsidy concept has lost its validity in the railroad industry. Once defensible and rational, cross subsidies now, including those for branch lines, are threatening the existence and reducing the quality of service in the railroad system. Accordingly, the Association explicitly rejected the cross-subsidization concept, determining that, in the context of the Act, to do otherwise would be inimical to the goals of the Act.

A correlation between light-density lines and the viability of the restructured system is made by the Congress and the courts. The House Interstate and Foreign Commerce Committee report on the Act states: "The Committee recognized the necessity for 'slimming down' the system allowing Northeast systems to throw off the excess trackage in an effort to become profitable." (House Report 93–620 p. 28). There are numerous references in the congressional debate on the Act concerning the need to reduce the size of the system (both duplicative lines and uneconomic light-density lines) if the mandate of a financially self-sustaining rail system is to be achieved. The Supreme Court viewed the problem this way: "Congress concluded that solution for the crisis required reorganization of the railroads, *stripped of excess facilities*, into a single viable system operated by a private, for-profit corporation." (Emphasis added) (Regional Rail Reorganization Act, slip opinion, December 16, 1974, pp. 3–4.)

In discussing the Tucker Act remedy, the Special Court noted that Court of Claims judgment could be "nonexistent and . . . need not be large" if the Association follows a "sufficiently hard-nosed course [in dealing with unprofitable services] and Congress allows a sound plan to become effective." (Special Court Regional Rail Reorganization Act of 1973, slip opinion, September 30, 1974, ft. 98 p. 92).

In view of the legislative history and the subsequent court interpretations of congressional action, there can be little doubt that USRA must present a plan that requires economic self-sufficiency of the light-density lines to be included in the ConRail system.

Reconciling the Goals of the Act

It is important to note that the eight goals of the Act apply to the entire Federal System Plan. It would be a gross distortion to attempt to apply them individually to any single aspect of the Plan or, carried to an extreme, to each individual light-density line.

Some of the goals themselves are in conflict, and it is impossible to give them all equal weight. Adjustment and accommodation being inevitable, USRA has sought to balance the Act's objectives and goals. What became clear in the process was the fact that, unless a viable system is achieved, the other goals of the Act could not be achieved.

Congress apparently recognized the primacy of the goal of economic self-sufficiency, particularly with regard to light-density lines. The House Interstate and Foreign Commerce Committee report on the Act stated: "It recognized the need for safeguard for small areas, to be able to continue essential service which is not economical for the carrier. This was recognized as a social cost to be borne by the government." (House Report 93–620, pp. 28–29). To provide the necessary public support, Congress included the "Rail Service Continuation Subsidies" authorized by Section 402 of the Act.

Light-Density Line Alternatives

Even though Congress, the DOT report, and railroad experts all assumed that the regional rail system was over-extended with excess capacity and that profitability was inexorably tied to the elimination of uneconomic service, USRA did test that assumption.

It is the Association's judgment that the light-density lines are a significant part of the total industry problem in the Region. The overcapacity of the system, the overlapping service areas of the bankrupt carriers, the extremely poor physical condition of the light-density lines, the amount of money and material needed to upgrade the track, the operating deficits on the light-density lines—all made clear the impossibility of building a restructured system with service continuing on all branch lines.

After reaching the conclusion that the goals of the Act could not be met by including all light-density lines in the restructured system, the Association then had to decide which branch lines to recommend for inclusion in ConRail. To exclude every line that failed to show a profit would have eliminated lines that could become financially self-sustaining with small revenue increases and relatively short-term traffic growth. Pru-

dent business management compels inclusion of such lines in the ConRail system.

Also rejected was the alternative of transferring all unprofitable lines to solvent railroads in the Region. Not ruled out, however, was the transfer of individual lines in which a solvent carrier may be interested. The Association will provide any interested solvent carrier with all of the data in its possession to assist in the evaluation of the transfer of individual lines from bankrupt to solvent carriers. It must be emphasized, however, that such actions by solvent carriers are voluntary and cannot be mandated by the Association.

The Act, its history and the interpretative judgments of the courts left the Association with only one realistic alternative. That is including financially self-sustaining lines or those likely to become so in the near term in ConRail and making the other lines available for the rail continuation subsidies authorized by Title IV of the Act. In addition, Title IV makes loans available to public bodies for purchasing and rehabilitating lines that are required, in their judgment, for social and economic purposes.

Rail Service Continuation Subsidy Program

As noted above, the Interstate and Foreign Commerce Committee Report on the Regional Rail Reorganization Act of 1973 stated:

> The Committee recognized the necessity for slimming down the system—allowing the Northeast system to throw off the excess track in an effort to become profitable. It recognized the need for safeguards for small areas, to be able to continue essential service which is not economical to the carrier. This was recognized as a social cost to be borne by the government. (House Report 93–620, pp. 28–29.)

Title IV provides the means by which essential services may be continued through governmental assumption of the social costs.

Rail service continuation subsidies can be used to cover the "costs of operating adequate and efficient rail service, including where necessary improvement and maintenance of track and related facilities" (Section 402(j)). The federal government share of the subsidy for any light-density line is 70 percent, with state and/or local government or shippers putting up the remaining 30 percent of the cost.

The Act (Section 401(a)) states that rail service continuation subsidies should be used where "the cost to the taxpayers of rail service continuation subsidies would be less than the cost of abandonment of rail service in terms of lost jobs, energy shortages and degradation of the environment."

Of the nearly 9,600 estimated miles of active lines under study, it appears that 3,400 miles will be recommended for inclusion in the restructured system. This means that about 6,200 miles are available for participation in the rail service continuation subsidy program.

The Act authorizes $90 million for each of 2 years to meet the federal share of the 70 percent subsidy cost. Of this amount, $45 million is apportioned to the eligible states and $45 million is allocated to the Secretary of Transportation to be distributed at his discretion.

It appears now, however, that the total cost of continuing service for the first year on *all* of the light-density lines not included in ConRail will not exceed $38 million. It could be lower. This means that the federal share would not exceed $27 million, with the states' share for the entire Region standing at $11 million.

Under the Act, the Rail Services Planning Office (RSPO) has the responsibility as outlined in Section 205(d)(4) to:

> . . . assist State and local and regional transportation authorities in making determinations whether to provide rail service continuation subsidies to maintain in operation particular rail properties by establishing criteria for determining whether particular rail properties are suitable for rail service continuation subsidies. Such criteria should include the following considerations: Rail properties are suitable if the cost of the required subsidy per year to the taxpayers is less than the cost of termination of rail service over such properties measured by increased fuel consumption and operational cost for alternative modes of transportation; the cost to the gross national product in terms of reduced output of goods and services; the cost of relocating or assisting through unemployment, retraining, and welfare benefits to individuals and firms adversely affected thereby, and the cost to the environment measured by damage caused by increased pollution.

The rail service continuation subsidy program is to be administered by the Department of Transportation. In order to become eligible, a state must undertake to meet the requirements Congress set forth in Section 402(c) of the Act. They are:

> (1) The State has established a State plan for rail transportation and local rail services which is administered or coordinated by a designated State agency, and such plan provides for the equitable distribution of such subsidies among State, local, and regional transportation authorities;
>
> (2) the State agency has the authority and administrative jurisdiction to develop, promote, supervise, and support safe, adequate, and efficient rail services; employs or will employ, directly or indirectly, sufficient trained or qualified personnel; and maintains or will maintain adequate programs of investigation, research, promotion, and development with provision for public participation;
>
> (3) the State provides satisfactory assurance that such fiscal control and fund accounting procedures will be adopted as may be necessary to assure proper disbursement of, and accounting for, Federal funds paid under this Title to the State; and
>
> (4) the State complies with the regulations of the Secretary issued under this Section.

Under this Act, the Association does not have a role in determining which lines should be subsidized. Indeed, the needed planning and decision making process is clearly in the hands of the state. Nevertheless, the Association has taken certain steps which may provide assistance to the state and local governments.

A handbook has been prepared for use by state and local agencies which describes detailed procedures

which can be used to estimate the effects of the removal of a branch line on the community so as to help it reach a conclusion as to whether a line should be subsidized.

Impact on Communities and Shippers

The potential effects of the Final System Plan are both regional or system-wide and local. The Association is specifically directed to consider both.

The Association believes it is the responsibility of the states to undertake or coordinate the analyses of potentially adverse local impacts. To facilitate the most complete consideration of these potential impacts, one of the responsibilities of the RSPO is to solicit, evaluate and make available the views of the public, as well as those of state and federal officials.

Consideration of all but one of the regional impacts is contained in other chapters of this Plan. This chapter responds to Section 206(a)(8) of the Act, which requires that the Final System Plan be formulated in such a way as to minimize "job losses and associated increases in unemployment and community benefit costs in areas in the Region presently served by rail service."

The Region represents a significant portion of the Nation's economic activity, containing approximately 38 percent of the employment, 55 percent of the personal income and 48 percent of the population of the Nation. There could be a significant adverse local, industry-wide or regional impact from reductions in the size of the rail system. However, four factors serve to diminish the potential widespread impacts.

First, the planning process is directed toward the revitalization of the system as well as its restructuring, and many users will benefit greatly from improvements in rail service.

Second, the restructured system will represent a sizeable portion of the Region's rail system—a system that will continue to be extremely comprehensive even if none of the excluded lines are subsidized. Virtually all areas of the Region will continue to have access to rail service.

Third, the ubiquity of highways and the ready availability of private, contract and common motor carriage serve further to diminish the potential impacts of reductions in the size of the rail system in any given area. Depending on the costs to the shipper, motor carriers could provide the entire transportation service or a portion of it, with the joint use in some cases of rail or water carriers.

Fourth, almost by definition the adverse economic effects of abandonments tend to be minimal except for quite specific local communities and shippers that are involved directly. Lines identified for either subsidy or abandonment are by definition lines with very low traffic volume.

The formulas used by the Association almost automatically include those lines in ConRail whose volume of rail traffic is significant. If a line does not qualify for inclusion in ConRail or for service by an adjacent profitable carrier, its volume of traffic is sufficiently low that the radius of adverse impact from abandonment is very limited.

Any adverse effects of the discontinuance of service along certain rail lines will flow into the area's economy through the impact on the specific shippers that use them. The actual magnitude of the impacts will depend on the effect of increased production costs on the firm's market and profit and on the effectiveness of management in its attempts to minimize potential adverse effects. These factors depend, in turn, on the relative importance of transportation costs to total costs, the availability and substitutability of other modes and the firm's ability to pass cost increases forward through price increases. All these factors vary from area to area and shipper to shipper.

Analysis of the potential area impacts from a reduction in the size of the rail system was undertaken by the Association with the assistance of the Public Interest Economic Center. The scope of the analysis, which is discussed at greater length in Appendix J, was dictated by two factors.

First, the analysis had to be completed prior to the development of specific recommendations concerning each line which is a candidate for inclusion in the restructured system. Therefore, the analysis had to consider the potential adverse social and economic impacts resulting from the discontinuance of service over the lines declared potentially excess by the Department of Transportation in the Secretary's Report of February 1, 1974, not the lines studied by the Association.

Analysis based on these lines significantly overstates the potential impact. A total of 15,600 miles of track of both solvent and bankrupt railroads in the Region was declared potentially excess in the Secretary's Report while the Preliminary System Plan, covering only the bankrupt carriers, would make 6,200 miles of road eligible for rail service continuation subsidies.

The second factor affecting the scope of the analysis is the magnitude of the potential adverse effects. The lines declared potentially excess have, by definition, very low usage levels. As a consequence, estimates of the potential effects at the regional and state level likely would be overwhelmed by the magnitude of the continuing activity. To obtain usable estimates, the analysis of economic impact was undertaken at the county level, and 510 counties in the Region were studied.

A more definitive analysis of the economic impact on local communities that might result from a discontinuance of rail services or from a substantially improved rail service would have been preferable. However, a more sophisticated and individualized analysis proved to be impossible because of time and budgetary

constraints. The information and evaluation derived from the RSPO hearings will be taken into account carefully as the Final System Plan is developed.

The elements subjected to analysis were the potential reductions in employment and income and the potential increase in transportation costs. The basic inputs were the employment and payroll data for the several relevant types of productive activity. Certain types of activity were excluded from the analysis because they do not make significant direct use of rail transportation. The excluded activities included fisheries, public utilities (except electricity and gas suppliers), service industries (except wholesale and retail trade), financial services and personal services such as amusement, medical and legal services.

For the remaining activities, it was assumed that, if the county would lose any rail lines, all plants in the county, whether they actually use this service or not, would be affected directly. This assumption, which overstates the potential impact, is made necessary by the aggregate nature of the data.

The actual calculation proceeded in two steps. Each industry in a county was treated initially as if all plants used the national average rail service for inbound and outbound movements. These results were then reduced by the ratio of the traffic generated on potentially excess lines to the total traffic for the U.S. DOT zone containing the involved county.

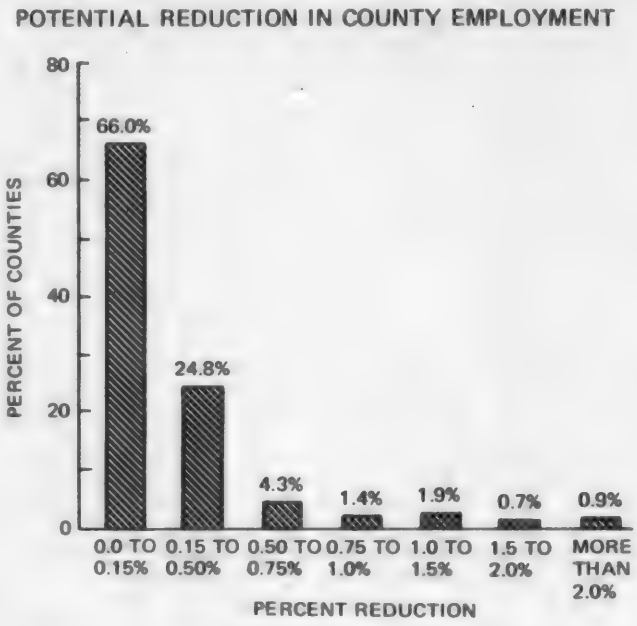
In computing the increased costs of alternative transportation, the difference between estimated rail and common motor carriers costs was used. The two most important alternatives excluded by this approach are private carriage and trailer-on-flat car or container-on-flat car service. Because increased transportation costs are the most significant impact identified by the analysis, inclusion of these two services probably would have reduced the impact.

Results of the Community Impact Analysis

The results of the analysis are summarized in Figures 1–3. They indicate that the potential overall impact from the termination of rail service on all of the potentially excess lines of the DOT report represents a very small proportion of the counties' existing economic bases. Figure 1 indicates that in only 15 of the 451 counties did the estimated decrease in industrial employment exceed 1 percent. Figure 2 shows that the potential reduction in county income is less than 1 percent in 80 percent of the counties. Figure 3 indicates that the potential increase in transportation costs as a percent of income is less than 1 percent in 99 percent of the counties studied. In only 32 of the 510 counties studied do any of the projected impacts exceed 2 percent.

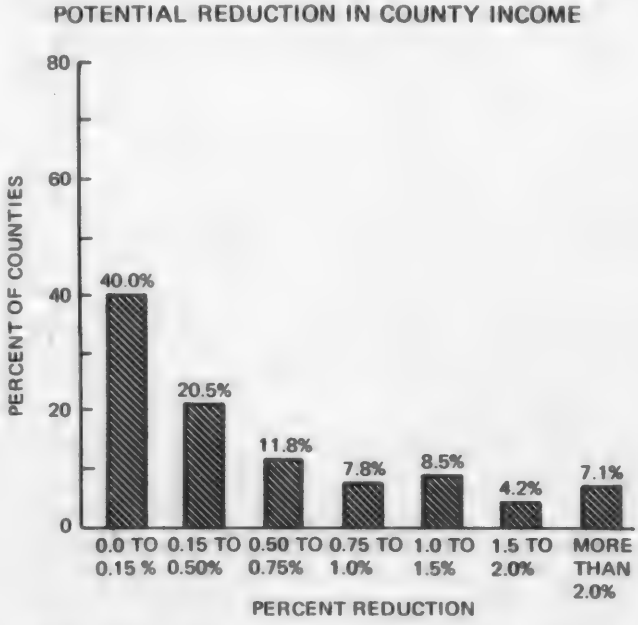
In short, even the most pessimistic estimates of the adverse impacts on the Region and areas within the Region indicate that the effect of the suggested reduction in the size of the rail system would be negligible. In contrast, the expected benefits to the users of the remaining restructured system will far outweigh anticipated adverse impacts.

FIGURE 1.—*Potential reduction in county employment after discontinuance of light-density line rail freight service*



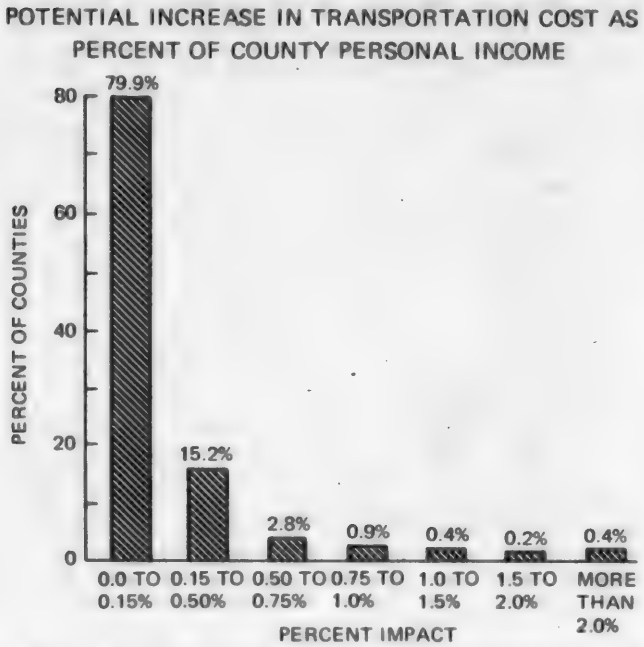
Source: Public Interest Economics Center, *Community Impacts of Railroad Service.*

FIGURE 2.—*Potential reduction in county income after discontinuance of light-density line rail freight service*



Source: Public Interest Economics Center, *Community Impacts of Railroad Service.*

FIGURE 3.—*Potential increase in transportation cost, as percent of county personal income, after discontinuance of light-density line rail freight service*



Source: Public Interest Economics Center, *Community Impacts of Railroad Service.*

Service by Other Carriers

The Final System Plan will contain recommendations for continuation of service on light-density lines by alternative railroad carriers. Undoubtedly, there are lines that will not be financially feasible in the restructured system but would be self-sufficient if operated as part of another railroad. There are two circumstances in which alternative carrier service could achieve self-sufficiency.

First, other railroads operating in the vicinity of the line might, by a combination of geographic circumstances and markets, be able to provide service profitably. The Association will provide all available data and information to facilitate analysis by the involved carrier(s) for those lines where alternative service may be feasible. The assumption of such service by an adjacent profitable carrier is wholly voluntary and could depend on whether the railroad could gain by assumption of service.

Second, alternative railroad service might achieve self-sufficiency if operated by a short-line or Class II railroad. Short-line railroads generally have lower costs than the larger systems, principally due to lower pay scales and closer managerial attention than exists on a typical branch line.

While there is a valid role to be played by the short-line railroad, it should be recognized clearly, however, that such roles are limited. Unless there are valid reasons to expect the normal economics of short-line operations to occur, as mentioned above, they may not be a good solution. Not all short lines are profitable. A short-line railroad which can survive only by inequitable revenue divisions or other indirect subsidies should not be encouraged, either directly or through subsidies.

The Association's primary interest is in maintaining as much service as possible. It will do its utmost to facilitate continuation of service on lines not included in the restructured system, whether it be by doing what it can to help states evaluate the subsidy option or making possible acquisition by solvent carriers.

Railroad Marine Operations

The marine services of the bankrupt railroads in the Region, which are discussed fully in Chapter 18, are not profitable. The large investments in new marine equipment, which are long overdue, could reduce operating costs substantially but not eliminate deficits attributable to these segments of the railroads in reorganization.

Two of the five marine operations in the Region are potential medium-density routes and, except for the New York Harbor, are routings for through freight that could move entirely by rail. The Lake Michigan car ferries serve traffic which would otherwise move through the Chicago gateway; the Chesapeake Bay float is an alternative to the Alexandria, Va. gateway and serves oversize loads; the New York Harbor car-float provides the most direct route to Long Island from the South and West.

The Association has concluded that investment in railroad marine operations would be a mistake. Promotion of all-rail routings is preferable where this is possible. All-rail land movements are considerably more energy-efficient, for example.

Alternative car float and lighterage services are offered in the New York Harbor by two Brooklyn terminal companies. There is a possibility that the Chesapeake Bay car-float operation might be taken over by a solvent carrier, such as Southern or Richmond, Fredericksburg & Potomac Line, while extending its operations into the Wilmington area. This possibility is addressed in Appendix D.

The decision of the Association to treat marine operations in the same manner as light-density lines is based on the assumption that it is a rail service for which funds provided under the Act would be available. It is assumed also that the capital costs of new or rehabilitated float equipment would qualify under the provisions of Title IV, as in the case of light-density line rehabilitation. The Association recommends that the U.S. Department of Transportation and the RSPO consider the merits of subsidizing marine operations.

How Lines Were Selected for Study

Light-density lines studied in this process were:

- Those lines of bankrupt carriers identified by the DOT report as potentially excess,
- Those identified by bankrupt carriers for possible abandonment,
- Those identified by USRA and its consultants as requiring study.

The Association also studied lines which had been abandoned formally under ICC hearings in order to develop a completely accurate definition of the systems of the bankrupt carriers at this time.

Altogether, the Association identified 844 light-density line segments and 11,800 route miles for study. (This does not include any light-density lines of the Erie Lackawanna.) Of these, 540 segments constituting 9,600 miles of service are currently in operation, and 176 line segments constituting 1,200 miles have already been abandoned under ICC procedures. Finally, 128 segments covering 1,000 miles are not currently being served, although these have not been formally abandoned.

As these lines were identified for analysis, the appropriate state agency was notified by the Association and the reasons for the line's inclusion discussed.

Information Collected

Each branch line selected for study was identified to determine its exact location. Specific data concerning costs of serving the line as well as the revenue it generated were provided by the railroads serving the segment, individual shippers, concerned citizens and state and federal agencies. Information also was developed at the hearings sponsored by the Rail Services Planning Office in the spring of 1974. The testimony included general comments concerning the report of the DOT, comments concerning the methods employed and comments pertinent to individual zones or line segments. The various state and federal agencies involved in the planning process also supplied useful information and technical assistance to the Association.

When analyzing each branch line as USRA did, the key questions to be asked are: What are the costs of continuing service? Will there be sufficient line-generated revenue to cover these costs? What is the near-term traffic growth potential of the lines? Are there recoverable fossil fuel deposits on the line?

Because the use of generalized rather than individualized data was a major criticism of the DOT report, USRA devised a data collection system that individualized all information for each separate light-density line.

A detailed questionnaire was developed. The first section covered the physical characteristics of the line itself, including: length; counties serviced; rail, tie and ballast type and condition; grade crossing location(s); type and location of any structures; type of signal system; siding and yard track locations and length; number of ties and miles of rail required to meet FRA Track Class I and II standards; operating restrictions; available alternative rail service; and right-of-way width.

The second section of the questionnaire covered characteristics of the freight service provided over each line. The information collected in this section included type of train service involved, annual service frequency, type and number of locomotive(s) used, crew size and the end points of the service.

The third section gathered information concerning each shipper on the line, including name, location, billing station number, access to alternative transportation and the number and type of owned and assigned cars, if any.

The procedure used by the carriers in completing the forms typically involved onsite inspection of the line, discussions with train masters and superintendents and review of in-house records. When the completed questionnaires were returned, they were copied and provided to each of the affected states, FRA and the RSPO. In addition, the data were reviewed for completeness and accuracy and, where necessary, questioned data were discussed with the carrier.

Rail traffic data for 1973 were obtained from the waybill abstract file maintained by each carrier. The abstract file contains, for each station, the carloads and tons of each commodity shipped and received and the revenue received by the carrier. These data were checked, validated and made accessible on magnetic tapes. These data also were made available to each state in the Region to facilitate its planning processes.

In July 1974, a technical task force comprised of representatives of the several states, the Rail Services Planning Office and the U.S. Department of Transportation was established for the purpose of facilitating the exchange of ideas. Meetings of this task force have dealt with the data and information used in the analysis, proposed analytical procedures and recommendations. In addition, contacts were initiated with such federal agencies as the Departments of Defense, Transportation, Commerce and Interior to facilitate their direct involvement in the planning process.

Throughout the planning period, a major effort was made to add to the data base as additional material was received from shippers, shipper groups and community organization concerning the lines under analysis. As these data and information were received, it was reviewed and placed in files created for each line being studied to enable continuing access and consideration throughout the planning process.

Determining Branch Line Viability

There are many ways to approach the analysis of rail line viability. The three primary approaches are those of the ICC, British Rail and the Canadian Transport

Commission. The procedure generally accepted by the ICC involves the use of the fifty (50) percent rule.

This approach has not been adopted because there appears to be no basis for the assumption that off-branch costs are 50 percent of the pro-rated revenue. Verification of this rule would require development of detailed off-branch costs which, once developed, should be used directly instead of being converted to an inflexible and often inaccurate allocation ratio.

The British approach to analysis of line viability was reviewed. The lack of detailed explanation, the different institutional setting and the lack of comparability between the transportation infrastructures in the two countries precluded adoption of the British approach.

The procedures followed by the Canadian Transport Commission seemed most appropriate, and the Association developed a program similar to it in many respects. The National Transportation Act of 1967 established, under the control of the Canadian Transport Commission (CTC), a program of branch line subsidies similar to that contained in the Act. The carrier must submit an abandonment application to the Commission. If the Commission determines that the service should be continued, a subsidy is provided to the carrier.

The contents of the abandonment application are prescribed by the Commission. Cost information is prepared in accordance with procedures proposed by the carrier and accepted (as modified) by the regulatory body. Under this procedure, the deficit reported in the application becomes the basis for the subsidy, subject to adjustment based on actual operating experience and verification of the reported costs by the CTC.

The viability analysis involves a comparison of the revenue generated by the traffic on the branch line to all costs incurred on-branch, plus the variable cost of handling the traffic off-branch. In the costing procedures developed for use before the CTC, each cost element had to be proven to be variable in order to be included in the calculation. The carriers have approximately 1,200 unit cost factors which enter into the cost equations.

The on-branch costs include crew wages and fringe benefits; locomotive ownership, repair and operating costs; freight car (including caboose) ownership; repair and operating costs; maintenance of way costs; net salvage value of the line; the cost of capital; taxes; and building ownership and maintenance costs. The off-branch costs basically include switching costs, train costs consisting of the costs of locomotives, crews, cabooses, train supplies and freight cars, and maintenance-of-way costs.

The Association's Approach

The general approach adopted by the Association parallels that used in Canada. This approach appears to be the most accurate and detailed of any reviewed. The technical procedures adopted by USRA differ significantly from those used in Canada, due to insufficient time for completing all the research necessary for such a detailed analytical tool. The Association, however, believes the data that were gathered are accurate enough for sound analysis of branch line profitability. The procedure developed by the Association is as follows:

First, lines were isolated which, by their obvious characteristics, appeared to be submarginal.

Second, the latest data were collected on current traffic and revenues, future traffic possibilities, current condition of the tracks and facilities, cost of rehabilitation, service characteristics and the name and location of shippers on each line. Data and information from the hearings conducted by RSPO were identified by line segment, as was information about specific operating problems and shipper concerns which was gained informally during the year.

Specific costs which could be attributed to each branch line were developed, and an estimate was made of the directly variable operating costs which would occur on the mainline in consequence of the traffic moving to and from the branch line. This step included analysis of the costs of upgrading the branch line to FRA Class I track standard and the costs of maintaining tracks to this standard over a period of time. Also included were the costs of capital specifically utilized on the branch lines and property taxes paid, if available.

Third, each line was then analyzed to determine whether revenues currently generated by traffic originating on or destined to the line were sufficient to cover the costs directly attributable to that traffic.

Fourth, if a line did cover its variable costs, including maintenance, it was recommended for inclusion in the restructured system.

Fifth, if the branch line failed this test, an analysis was conducted to determine if it could cover its variable costs either with a modest rate increase (10 percent or less) or with an expected traffic increase.

Sixth, if the line did not cover such costs, even with reasonable rate increases and traffic growth, a review was conducted to determine whether the line had connections to other carriers. Where such potential exists, the carrier will be provided the data and information necessary to assess the line's potential viability.

Seventh, if a line met none of the first five criteria, it was recommended as a candidate for either rail continuance subsidies or elimination of service.

Therefore, to be included in the restructured system, ConRail, a financially self-sufficient line, is one that:

- Is capable of generating sufficient revenue to cover the costs incurred on the light-density line itself as well as the costs of serving branch line generated traffic beyond that branch line.
- While not currently self-sustaining, can be made viable by reasonable rate adjustments.
- While not currently self-sustaining, can be made so because of the identifiable traffic growth in the near term.

All other lines automatically become available for participation in the subsidy program (Section 402) under the Act, with the decision concerning continued service on these lines depending on state and local action. If a line is not included in ConRail, and if the state and local interests and shippers fail to provide the subsidy, the Act permits the discontinuation of service.

Estimating Financial Self-Sufficiency

The criteria used in the Report of the Secretary of Transportation for the identification of potentially excess lines are based on research results in "Development and Evaluation of an Economic Abstraction of Light Density Rail Lines Operations," a report prepared by R. L. Banks and Associates for the Federal Railroad Administration. These criteria have come under heavy attack because a single standard (carloads per mile) was applied to all lines regardless of their individual cost, service and revenue characteristics.

However, for the purpose of this analysis two techniques applied in the FRA study were adopted. The first involves a procedure for estimating the on-branch car days based on service frequency. The second is a procedure for developing a weighted average car day and car mile costs for various types of commodities. These procedures are discussed in greater detail below.

The New York Department of Transportation has completed numerous studies of railroad bankruptcy proceedings and the process initiated by the Act, the two most relevant being the "Report on Profitability of New York State Branch Lines" and "Short Line Railroad Costs in New York State." The results in the first report are based on cost criteria contained in the second.

The viability criteria applied by NYDOT are based on shortline railroad costs for the estimation of on-branch expenses and off-branch costs which include only freight car costs. This approach was not adopted because shortline costs are not those of Class I railroads. Shortlines are irrelevant to the problem. Second, off-branch costs of serving branch line traffic include many more variable cash costs than car costs. The NYDOT analysis understates the variable cash costs of a Class I carrier serving a branch line.

The technique used by Indiana in its report, "USRA Segments in Indiana: State Analysis and Recommendations," is a mixture of the FRA and the NYDOT approaches. The preceding discussion of these two procedures therefore also applies to Indiana.

The approach proposed by Pennsylvania involves the use of a short formula or a long formula, depending on the availability of data. However, both use a variant of the ICC "50 percent rule" combined with the use of broad system average costs. This approach has not been adopted because of the unsubstantiated allocation involved in the 50 percent rule and the absence of demonstrable relationships between the average costs proposed for use and the characteristics of the traffic on each line.

The New England Regional Commission proposed the development of off-branch costs by using the ICC's "Carload Cost Scales by Territory" or the Rail Form A costing procedure and of on-branch costs by using a procedure similar to that developed for the FRA. The off-branch costing procedure which has been adopted uses unit cost factors, which are adjusted results of the Rail Form A costing procedure.

Another source of material concerning line viability analyses is the RSPO's proceeding for the development of subsidy standards. These standards were reissued on January 7, 1975 and no specific consideration could be given them because completion of the Association's analysis was necessary by December 1974. The RSPO standards are similar to those of the Association in many respects and produce similar results.

The Analytic Procedure

A detailed description of the analytic procedure can be found in Chapter 17. The objective of the analysis briefly described in this chapter was to estimate the financial self-sufficiency of each line. Within this constraint, the analytical framework has four basic aspects—the level of aggregation, time frame, traffic retention and appropriate costing theory.

Assessment of an individual rail line segment's economic viability is influenced by the level of aggregation adopted for the analysis. That is, individual segments can be regarded as isolated operating entities, as integral parts of a carrier's system or as part of the regional or national system. There are significant problems entailed in pursuing the analysis at the regional or national rail system level, for two reasons.

The first is the division of revenues among all carriers involved in the move. The formulas for developing each carrier's share of the total movement revenue arise through protracted negotiations among the carriers and through ICC proceedings. Once developed, the formulas are difficult to change due to the complexity of the process.

The most likely course of corrective action would be selective rate increases or surcharges designed to enable the movement to contribute to the net income of each of the involved carriers. Such actions would be carrier-initiated, based on its own revenue-cost relationships. The analysis should facilitate the identification of those situations requiring action instead of assuming that corrective action has been taken.

The second major problem of the system-wide approach is data specificity. Accurate analysis requires that the characteristics of the service and traffic be related to the corresponding unit costs. The system-wide approach requires data and information concerning the identity, length of haul and unit cost factors

for each carrier involved in each movement. Such data are not available. Cost estimates would have to be based on regional or nationwide averages—averages with an unknown relationship to the actual costs of any individual railroad. As a result, the potential advantages of the system-wide approach are overwhelmed by the analytical difficulties.

An alternative level of evaluation is the carrier level. There are several advantages to adopting this framework. It minimizes the problem of revenue allocation; the revenue accounts of the carrier incorporate the effects of rate structure and the divisions of through rates. In effect, this approach accepts the present pattern of revenues and proceeds to an appraisal of the relevant costs. The revenues derived by an individual carrier are readily available from the waybill for local movements and from interline abstracts (the document used in settling intercarrier revenue divisions) for interline movements.

Identification of the relevant carrier costs of a movement involving the branch line is more complex. It involves accurate estimation of both the on-branch costs and the off-branch costs incurred in transporting the branch line traffic. The estimation of off-branch costs must be based on average variable unit costs. Many characteristics of each individual movement are available, however, and the average variable unit costs can readily be related to these characteristics. On-branch cost estimation can follow a more specific procedure because of the specificity of the available data and information, although cost allocation procedures still must be used.

The third level of analysis considers allocation problems on both the revenue and cost sides of the analysis. Since the costs under examination would be those incurred only on the branch line, it becomes necessary to apportion the revenues in some manner to the branch in order to account for off-branch costs implicity.

The development of such a revenue allocation procedure might be warranted if it then could be matched against a clear cost picture. Unfortunately, this is not possible. Available cost data is generally assembled on a system-wide basis. Consequently, costs must also be allocated to the branch. The net result of this process, an estimated revenue balanced against an estimated cost, is not likely to produce reliable results.

The analysis should be designed, however, with a view toward its application. In this case, the objective is specific evaluation of branch line viability on a case-by-case basis. This goal is not attained by relying on two estimated quanta, each one probably varying according to a different pattern. Hence an analysis carried forward at the carrier level is the most accurate, given currently available information.

The proper time frame for evaluating a line's viability is both the past and future. The past is relevant because it embodies information concerning such factors as service levels, traffic trends and deferred maintenance. The future is relevant because the discounted present value of revenue and costs is the proper quantification of the line's self-sufficiency. However, practical constraints preclude such an analysis.

Development of historical information for each line is possible, although costly, but much of the information would be of uncertain value. For example, it is impossible accurately to develop cause-and-effect relationships between service declines, deferred maintenance and traffic losses. All of these are reflected in the existing service level, condition of the physical plant and traffic volume.

Prediction of future revenue, traffic, service and cost levels is even more difficult. Estimates have been developed for the Association of future traffic and revenue levels for the restructured system. Reasonably accurate estimation of traffic trends are possible at the carrier level due to the level of aggregation. However, the application of such estimating procedures to individual lines and shippers is likely to produce highly inaccurate results. Cost and revenue projections at the branch line level suffer from similar deficiencies.

Because of these difficulties, estimates of the viability for the most recent period for which data are available represent the only practical approach. This approach implicitly assumes that future revenue and cost levels will retain their current relationship at constant volumes of traffic. Although rate increases tend to lag cost increases, over a long period of time they exhibit a reasonably constant relationship.

It is also assumed that the traffic level on each branch line is stable. This assumption is optimistic, given the general downward trend in branch line traffic levels. For example, a NYDOT analysis of branch line traffic levels between 1970 and 1973 revealed traffic declines on 38 lines and increases on 24 of the 62 lines for which data were supplied. Thus, the use of 1973 traffic levels to estimate the levels in future years is more optimistic than generally is justified.

Traffic retention factors, the proportion of traffic likely to be retained by the railroad after abandonment, affect the revenue level used in the analysis. The higher the retention factor, the lower the revenue lost in the event service discontinuance. It is the revenue which would be lost which should be used in the analysis. Accurate estimation of retention factors is difficult because they depend on the ability of the traffic to use intermodal or trans loading services effectively, the proximity of the shippers to alternative rail service, the associated costs, shipper satisfaction with rail service in general and the availability of cost-effective alternative modes.

Experience on the Penn Central indicates a general retention factor of approximately 25 percent, which was used in the NYDOT studies. Although this retention

factor may be reasonably accurate for the system, there appears to be no support for its use on any given line. Due to the difficulties involved in estimating the value of each of these factors, it has been assumed that all traffic will be lost to the system. This assumption has the effect of overstating the probable revenue loss with discontinuance and therefore somewhat overstates the line's financial contribution to the system.

The economic costs relevant to a given analysis (incremental, variable, avoidable and marginal) depend on the relevant time frame and whether output is increasing, constant or decreasing. The variability of the costs of production differs with the type and magnitude of the output changes. For example, consider a situation where a large increase in traffic requires the construction of a second track. The cost of constructing that second track (in addition to the operating costs) is variable. However, if the traffic level declines after the second track has been installed, most of the investment cost of that track does not disappear and therefore is not variable (or avoidable).

In theory, because ConRail does not now own any track or equipment, employ any people or provide any service, all costs are completely variable. However, most existing traffic will receive service. Therefore, traffic on the branch lines under study (approximately 10 percent of the total carloads) represents service which is incremental to that which certainly will be handled.

Within this framework, all costs which will be incurred in the ownership, maintenance and operation of the branch line itself are variable and are properly included in the analysis. The relevant costs of handling the traffic beyond the branch line itself are those which will vary with the decline of the traffic.

Theoretically, inclusion of these costs can be handled by direct assignment or by allocation. Obviously, the best approach is to identify each cost incurred in producing service. However, due to the existence of joint and common costs which vary directly with volume and the fact that railroads produce a multitude of services, the specific cost of each service cannot be identified separately, and the variable costs must be allocated.

In the branch line viability analysis, the on-branch services (where only freight or passenger service is provided) are identifiable separately. Therefore, the costs can be associated directly with known service units and levels. For the off-branch movements, the costs of handling the traffic from the branch lines cannot be segregated from those of cars generated elsewhere on the system. For these off-branch movements, a cost allocation procedure is essential. This is described in the following chapter.

COAL FIELD SERVICES

The Congress specifically directed the Association to preserve, to the extent possible, "existing railroad trackage in areas in which fossil fuel natural resources are located." (Section 206(a)(4).) The pursuit of this goal has been a major concern, for evaluation of the traffic growth potential on individual lines serving areas which hold fossil fuel reserves has been difficult and complex.

Not all lines servicing areas with these reserves actually serve or would be required to serve reserves which are economically recoverable. Further, some reserves may not by tapped for decades, if ever. Identifying individual rail lines which should be preserved for fossil fuel purpose is a difficult task.

Use of the Region's coal reserves primarily depends on the ability of individual deposits to meet EPA requirements, their mineability, proximity to the market, expected use (metallurgy vs. steam production) and the price and availability of alternative fuels. Assessment of the extent to which each of these factors affects a given coal deposit requires a great quantity of detailed data and judgments by qualified people.

In an effort to develop line-specific coal production estimates, contacts have been established with the U.S. Department of Interior, the National Coal Association and the Region's coal-producing states. Recommendations concerning specific lines largely or solely because they serve fossil fuel reserves will be included in the Final System Plan.

Regarding continued service to fossil fuel resources USRA has adopted the following positions:

1. On lines required to reach economically recoverable reserves where service is now provided, it will be continued whether viable or not. Where the line does not pass USRA viability tests, however, service will be maintained on a "on demand" basis and only so long as no major repairs are required on the line. At such time as repairs are required the line will fall into the category listed below.

2. On those lines required to reach economically recoverable reserve and where there is not now service, the Association proposes that such lines be considered for "rail banking," and that this concept be developed in conjunction with the Final System Plan.

The lines recommended in the Preliminary System Plan either for continued service or rail banking are based on the best available information the Association could obtain, to date. We will continue to work with the Federal Energy Administration, Department of Interior, the National Coal Association and the regions' coal producing states, to make a more accurate estimation of where economically recoverable coal reserves exist.

Though it is difficult to reduce costs in the near term, the system adjusts; yard work declines, car costs are reduced, train miles are reduced, billing and clerical costs decline. Plant reductions are less likely to occur; ICC cost formulas recognize this by assigning low variability to these cost items.

In the real world, loss of the relatively small percentage of traffic that will actually be lost (about 4.5%) will be compensated for by an increase in other traffic (the Association assumes a 1.41% growth rate). Resources may be temporarily nonproductive the day traffic is dropped, but will soon be utilized for new traffic due to normal traffic growth.

Outcome of the Analysis

Results of the analysis of each line's prospects for attaining financial self-sufficiency, reported in detail Appendix K to Volume II. Of the 9,600 miles of active roadway studied, 3,400 miles are recommended for direct inclusion in the Preliminary System Plan without further study. These lines account for 75 percent of the traffic and revenue generated on the lines studied. The remaining lines should be studied carefully by the states to decide which justify continuation of service through subsidies and those which should be abandoned.

The 6,200 miles not recommended for inclusion in the system plan can be continued in operation through service continuation subsidies, as previously discussed. The required subsidy level should be estimated using a formula developed by RSPO but the formula was not received early enough to allow such computation.

The analytical results summarized here and presented in full in Appendix K to Volume II include detailed consideration of each line's financial self-sufficiency under the traffic, revenue and estimated cost levels which prevailed in 1973. Analyses to be completed after preparation of the Preliminary System Plan include the identification of traffic growth realized, for example, due to the location of new shippers on the line and the development of sound proposals concerning service continuation by an alternative railroad.

Because only 1973 data are used in the analysis, new firms could have come into existence, and existing shippers could have permanently increased their use of rail service since the data were collected. Second, a line may realize the necessary traffic growth in the near term to become self-sufficient. In both cases, the lines involved would represent prudent business investments and should be included in the Final System Plan.

More current carrier data will be analyzed to assist in the identification of traffic growth which already has been realized. The major sources of the needed information are the testimony provided at the RSPO hearings (including those to be held on the Preliminary System Plan), communications received directly from individual shippers and information provided by such public agencies as the State Departments of Transportation. Where the verified information indicates that the traffic growth will permit self-sufficiency, the line segment will be recommended for inclusion in the Final System Plan.

An Overview

As stated at the outset of this chapter, no issue generated more interest and debate during the planning process for this report than the light-density line issue. It dominated meetings to discuss the work of the Association held with state and local officials, public interest groups, shippers, members of Congress and nearly every group that met with representatives of the Association.

The Association approached this issue with considerable care and preparation, aware in particular of reactions to the Department of Transportation report last year. No doubt there will be honest differences of opinion as to the correctness of approach, analysis, methods, data and conclusions. However, the Association believes it did the best job it could in the time available.

Because the Association dealt only with the light-density lines of bankrupt carriers and the DOT report studied solvent as well as bankrupt railroads, it immediately was able to pare down the number of miles of track where continued service was thought to be in jeopardy. The Association concluded that of the 9,600 miles of track under study 6,200 miles were not suitable for inclusion in the restructured system.

It is important to keep in mind that this Plan, although a major step in the restructuring process, is only one step in the process and is now offered for public comment and evaluation. Upon release of the Preliminary System Plan, the Rail Services Planning Office will begin a formal hearing and evaluation procedure as it did with the DOT Report. Hearings will be held throughout the 17-state Region. RSPO will announce the dates and locations of those hearings.

The Association views this part of the process as vitally important to the successful submission of a Final System Plan to Congress. It may be expected that this set of hearings will focus primarily on the light-density line issue. States, communities, shippers and other interested citizens will present their views on the Plan.

The Association gives its assurance that all of these comments, particularly the RSPO evaluation due on April 28, will be given careful consideration. The Association is seeking, through the RSPO hearing, definitive information and material assistance relevant to individual branch lines. This is especially important in the case of light-density lines that have an identifiable capability for growth in the near term. Also being sought are other proposals which may result in continued service on lines that now appear to be uneconomical.

The goal of the Association, limited only by the requirements of the Act, is to provide in the Final System Plan for the continuation of as much rail service as possible. In pursuing that goal, we seek whatever guidance and help may be available.

Alternative Approaches

There are four courses of action which could be taken by the Association with respect to light density rail lines. First, all existing rail lines could be recommended for inclusion in the Final System Plan. This approach is least disruptive in the short run. It fails, however, to recognize that the rail system has a substantial amount of excess capacity—over-capacity enhanced by the fact that the bankrupt carriers have overlapping service territories. In addition, this course of action would perpetuate internal cross subsidies and would thwart the provision of Title IV which gives explicit recognition to the role of the public sector in the planning and continuation of rail service.

Another problem associated with the retention of essentially all trackage is the resulting financial burden on ConRail. This financial burden results from the need to acquire the properties, to invest in improvements on most lines and to continue operations. The most critical financial factor is the upgrading requirements of the track. The physical condition of the carriers in reorganization tends to be very poor, requiring a sizable investment in ties, rail and other material to bring their trackage into compliance with safe and efficient operating requirements. The need for these materials on main lines, primary feeder lines and major yards will restrict the availability of materials for use on branch lines. Thus, attempts to retain all existing lines would meet with only limited success because service necessarily would continue to deteriorate, and the materials would not be available to keep low priority lines in operating condition.

The second course of action would be exclusion of every line which currently is not financially self-sufficient. This approach is the most disruptive alternative in the short run due to the uncertainty of the availability of the subsidy for individual lines. Although it would reduce ConRail's financial burden, this alternative would maximize the burden on the public sector. In addition, a number of lines can be made financially self-sustaining with small revenue increases and with near-term traffic growth. These lines represent prudent business investments. Because they are capable of contributing to the carrier's net income over the long run, they should be continued by the carrier.

The third alternative is transfer of low-density lines to other railroads in the Region. This approach would both minimize the burden of these lines on the restructured system and reduce the burden on the public sector. However, this alternative is feasible only where alternative carriers can provide service to the shippers at a reasonable profit. Since such decisions are voluntary, services not considered capable of generating a profit would not be assumed by another carrier.

The fourth course of action is shared responsibility for continuation of service by the railroad and the public sector. Under this approach, the carrier would assume responsibility for those services which are financially self-sustaining, including those that probably can be made viable through rate increases or traffic growth in the near term. Those lines that are not self-sustaining can be retained in service through the provision of subsidies. In addition, loans are available to public bodies for purchasing and rehabilitating lines to facilitate the continuation of adequate and efficient service.

The Association has adopted a combination of the third and fourth alternatives. Where rail service is not capable of producing a contribution to the net income of the carrier, it first was evaluated for rate increase and traffic growth potential which would produce financial self-sufficiency, and if these are in prospect the line was retained in the system. Where such growth is not foreseen, careful consideration is being given to the potential assumption of the responsibility for the service by an alternative carrier. If such potential exists, the carrier will be given the information necessary to evaluate the profit potential of the line.

Finally, where neither of these actions will permit retention of rail service, the responsibility for continuing that service rests with the public sector. The process could be one of purchasing the rail line and holding it for future use, purchasing and rehabilitating the line and contracting for continued service by ConRail or, in some cases, supporting operation for an interim period of time to allow the shippers on the line to adjust their shipping patterns.

In theory, because ConRail does not now own any track or equipment, employ any people or provide any service, all costs are completely variable. However, most existing traffic will receive service. Therefore, traffic on the branch lines under study (approximately 20 percent of the total carloads) represents service which is incremental to that which certainly will be handled.

Within this framework, all costs which will be incurred in the ownership, maintenance and operation of the branch line itself are variable and must be included in the analysis. The relevant cost of handling the traffic beyond the branch line itself are those which will vary with the addition of the traffic. Handling a 20 percent increase in traffic will require additional yard work, the operation of more trains, the use of more freight cars and more loss, damage and clerical (billing) costs. All these costs must be included in the analysis.

Theoretically, inclusion of these costs can be handled by direct assignment or by allocation. Obviously, the best approach is to identify each cost incurred in producing a service. However, due to the existence of joint and common costs which vary directly with volume and the fact that railroads produce a multitude of services, the specific cost of each service cannot be identified separately, and the variable costs must be allocated.

In the branch line viability analysis, the on-branch services (where only freight or passenger service is provided) are identifiable separately. Therefore, the costs can be associated directly with known service units and levels. For the off-branch movements, the costs of handling the traffic from the branch lines cannot be segregated from those of cars generated elsewhere on the system. For these off-branch movements, a cost allocation procedure is essential. This is described in the following chapter.

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Light Density Line Study Procedure

Public officials, shippers, and the general public have expressed concern about the ultimate disposition of light-density lines. This issue has fostered considerable public comment since the publication of the Secretary of Transportation's Report in February 1974. USRA has made every effort to see that the analytic procedure used to assess the economic potential of branch lines provides an accurate picture of revenues and future earning capacity and the cost of providing transportation service for each line.

This chapter defines the method used to compare the costs of providing safe and efficient rail service with the actual revenues from existing or projected traffic over each branch line. The procedure involves analysis on a line-by-line basis of revenues, labor costs, fuel and maintenance expenditures, anticipated rehabilitation and replacement costs and many other factors essential to a valid assessment of each branch line as a potential ConRail route. This procedural explanation is helpful in reviewing USRA's preliminary light-density line recommendations and eliciting additional information during the public hearings on the issue.

Chapters 7 and 16 explained the problem of light density rail lines in the Region and summarized the Association's decisions with respect to the lines to be included in the Preliminary System Plan, to be part of another railroad system or to be eligible for rail service continuation subsidies. This chapter describes the analytical procedure used to determine the economic viability of the light density lines. The purpose of the analysis was to determine the prospects for financial self-sufficiency of continued service on each branch line selected for concentrated study.

Basic Procedure

The basic procedure involved the identification of the carloads and revenue generated by each line and the estimation of the variable costs engendered by the provision of the involved service. The costs are those of producing a service which is secondary or by-product in nature, within a medium-run time frame (i.e., 5–10 years) with only minimal track upgrading and with operating efficiencies anticipated to be achieved by the restructured system. Two additional assumptions were made concerning the existence of passenger service and through or overhead freight service.

First, where commuter service is now operated over the line, it would be continued. The analysis of local freight service was undertaken with the exclusion of maintenance and ownership (return or net salvage value) costs on these lines, and where Amtrak service exists, it was assumed that Amtrak might *not* continue to use the line and instead would re-route its trains to the lines used by through freight trains; therefore all costs associated with continued service must be borne by the local freight traffic.

Second, where a line currently has through freight service and is programed for such service at or near the time of ConRail activation, local freight service would continue to be provided to the line. Where such through freight service is not programed, the local traffic must support the costs of the line and the service received.

The analysis was based on the carriers' 1973 traffic, revenue and unit costs and assumed efficient operations. The basic steps were as follows:

1. Establish *total* branch line-generated revenue.
2. Then subtract in the following order these cost items:
   a. on-branch operating costs,
   b. on-branch maintenance costs,
   c. on-branch return on net salvage value,
   d. on-branch overhead costs,
   e. off-branch operating costs, and
   f. up-grading costs.

Total branch-generated revenue includes all revenue derived from transportation services provided on the line. In almost all cases, this revenue is the freight revenue realized by the carrier from traffic originating or terminating on the branch. A record of actual carrier revenue is contained in the computerized traffic file which was accessed directly for the analysis.

On-branch operating costs consist of locomotive costs, caboose costs, freight car costs and crew costs, which are included on the basis of carrier average unit variable cost per mile, hour or day.

Development of the costs associated with the locomotive fleet can follow at least three different approaches. First, it has been argued, especially by NYDOT, that the locomotive costs of Class II railroads are most relevant to branch line analyses primarily because of the smaller (lower horsepower) units used. However, the locomotive fleet of the Class I carrier tends to be multifunctional, that is, a locomotive used on a branch line typically is used (and often must be able) to provide other services as well. Therefore, the fact that a smaller locomotive is appropriate does not dictate the size that is likely to be used. The average locomotive costs of Class II railroads are not used because they are not demonstrably accurate or appropriate proxies for the cost of Class I railroads.

Second, in its presentation to the RSPO, the AAR proposed using replacement costs of locomotives as the appropriate capital element in the locomotive cost equation. Variable costs are future costs, and since the analysis is directed toward the future costs of continued service, the AAR proposal merited careful consideration. However, development of such future costs requires data and information which could not be estimated accurately in time for inclusion in the analysis.

The third approach involves the use of carrier average total investment, repair and operating costs per locomotive unit hour. This approach, which allows the pairing of the cost per unit hour with the hours expanded on each branch line, has been adopted for the analysis.

The carrier total costs for locomotive repair, retirement depreciation, rent and fuel were extracted from the Carrier's Annual Report (R–1) to the ICC. These costs are supplemented by indirect maintenance and labor costs and a 7.2 percent return on net investment (from the published per diem rates).

The total locomotive cost was reduced to a unit cost level by dividing by total locomotive hours. Locomotive hours in road service are available directly from the Form R–1. For switching service, however, an average operating speed of 6 m.p.h. (generally used in ICC costing procedures) was applied to convert locomotive miles in switching service (from Form R–1) to locomotive hours. The resulting total locomotive unit hours is then associated with total freight locomotive costs to obtain a cost per unit hour.

The above procedure was completed using the total locomotive fleet used in freight service. Attempts were made to separate the costs of electric from diesel locomotives, but the format of Form R–1 precludes such a separation. A similar impediment exists to the separation of switching from road-haul locomotive costs.

The freight car costing can be approached on the basis of existing ownership, operating and repair costs or on the basis of estimated future costs, especially in the area of capital costs as was proposed by the AAR. Although the analysis was based on the premise of continued operation, freight cars are used and replaced. The current cost of replacing freight cars is higher than the historical cost of those cars now in use, and this trend probably will continue.

Accordingly, estimates of future car costs should be used. However, such an analysis requires accurately estimated data and future freight car costs which currently are unavailable. The available data relate to the costs associated with the existing freight car fleet, and this data was incorporated in the analytical approach.

Freight car costs are developed on a commodity-specific basis for both car days and car miles. "Revenue Contribution to Burden and Other Data By Commodity Class and Territorial Movement," a study completed for the DOT, contains information pertaining to the relative proportion of the various car types used to transport each commodity. By applying the average car day and car mile costs developed from the AAR's Car Hire Master List #17 to the mix of freight cars used to move each commodity, a weighted average car cost for the commodity is derived.

The on-branch car costs are then developed in two parts. The mileage element is based on the location of the station on the line and the use of an assumed 100 percent empty return factor between the shipper's siding and the junction of the line under study with its connecting line (generally a secondary or feeder line).

The car day costs are more complex in development. The cartime spent on the branch has five components: time waiting at the local yard, travel time from the yard to the shipper, "free" time at the shipper's siding, time waiting for the train and travel time from the shipper's siding to the local yard. The duration of each of these elements largely depends on the number of times the branch is served each week. It was assumed that the time the car is held by the shipper beyond the free time is compensated for by demurrage payments, and neither the costs nor the offsetting revenue were included in the analysis. The development of elapsed car days proceeded as follows:

- one-half day switching time at the local yard for switching the car into and out of the local train plus the average additional time spent at the yard waiting for the local train.
- one day travel time for the movement from the yard to the shipper.
- two days "free" time for the shipper to load or unload the car.
- time spent at the shipper's siding waiting for the local train.
- one day for the return move.

The primary inputs for development of freight car costs are the commodity type(s) and service frequency. Identification of the commodities generated by each line is available from the computerized traffic record, and the service frequency is available from the questionnaire results.

Caboose costs were included on a basis which is similar to the freight-car costs. Though there are no published per diem rates for cabooses, a caboose has approximately the same retail value as an equipped automotive boxcar. Therefore, the average per diem costs of this car type were used as a surrogate for caboose costs. The caboose mileage charge was based on the round trip miles required to serve each branch. The caboose day costs were based on the portion of a 12-hour day required to serve the branch.

The final element of on-branch operating costs is crew costs. It has been argued that the crew costs of Class II railroads are most relevant to the analysis of branch lines, primarily due to the lower wage rates, smaller crews and the greater flexibility in the work rules. Because the wages paid by short line carriers do not reflect the wage costs which will be incurred by the restructured system, however, they were not used in the analysis.

Crew costs are included in the analysis on the basis of the crew size and the crew time spent on each line. The costs of four crew sizes have been developed: two-man (conductor and engineer), three-man (conductor, engineer and brakeman) four-man (conductor, engineer and two brakemen), and five-man (conductor, engineer, two brakemen and a fireman). The crew size involved on each line is available from the questionnaire.

The hourly cost is based on the total costs and service time of each type of employee serving on local and way freight trains as reported to the ICC. The total employee costs include straight-time pay, overtime pay constructive allowances, health and welfare benefits and payroll taxes. The service time is time actually worked for both straight and overtime compensation. The total compensation divided by the hours of service yields the average cost per employee hour. The hourly crew cost is developed as the sum of the individual hourly costs of the involved crew members.

Using these cost-development procedures, it is possible to include a separate cost for overtime worked. However, there are two principal reasons for not including overtime separately. First, it is not practicable to divide hours serving the branch into straight time and overtime. For example, work done on a given branch

may have caused the crew to work overtime elsewhere; this could be viewed as a branch-related expense. Second, since the constructive allowances, vacation and holiday pay primarily are earned as a by-product of straight time worked, they are properly included as straight-time compensation. The difference between straight time hourly compensation including these factors and overtime compensation is negligible.

As an example of the on-branch operating costs, the average cost per week associated with a 9-mile Penn Central branch served 52 times per year by a 5-man crew and generating 4 carloads per week are:

$31.52	Locomotive costs
78.83	Crew costs
124.49	Freight car costs
2.11	Caboose costs
$236.95	Total on-branch operating costs

On-branch maintenance costs and *on-branch rehabilitation or upgrading costs* are directly interrelated and therefore must receive simultaneous treatment. The maintenance expenditure which *must* be spent to retain the integrity of the line depends on its condition. The alternatives are maintenance of the line in minimum safe operating condition (i.e., FRA Track Class I standards) or maintenance at a higher standard, which is conducive to greater operating efficiency. The costs used were those associated with upgrading the line to FRA Class I standards, annualized over 10 (without interest costs), and the costs of maintaining the line at that standard.

The current condition of a line is a function of past maintenance practices. Obviously, most light-density lines have received little or no maintenance in recent years. Continued operation requires maintenance expenditures into the indefinite future, however, and the cost of this required level of maintenance is an issue in the analysis of a line's self-sufficiency.

The Association prepared detailed estimates of the cost of totally rehabilitating a branch line and maintenance of the line at that standard for a 50-year period and of the cost of upgrading a line only to meet FRA Class I requirements and maintenance at that standard for a 50-year period. These cost estimates incorporated the following assumptions:

General:

- Future labor, machine and material costs would remain at the third quarter 1974 level.
- Costs are on a per-mile basis.
- No bridges or other structures exist on the line.
- There is one grade crossing per mile.
- There is one turn-out every 2 miles.
- The line must be able to take any car in interchange with a minimum weight limit of 263,000–265,000 pounds per car.
- The line handles less than 1 million gross ton miles per mile per year.

Total Rehabilitation:

- Construct at a 30 m.p.h. standard.
- Use 107 lb. welded relay rail.
- Two-thirds of the ties replaced ($26 each for purchase and laying).
- Machine time, other track materials and direct labor (excluding supervision) are included.
- There is demand for the removed rail for relaying.
- Salvaged materials are removed, transported to market and sold.

Upgrading to FRA Class I:

- Replace 400 ties per mile which assumes the existence of 240 good ties per mile; Class I standards require 640 good ties per mile.
- It costs $37 to purchase and insert each tie.
- Ties have a 30-year life.
- Weld 10 rail ends per mile per year; there are 32 "short" rail ends per mile.
- Replace two broken rail lengths per year (costed at three-fourths of the price of new rail).

The major issue is whether a line should be upgraded to Class I standards or totally rehabilitated. To evaluate this option, the annual costs through the 50-year period for both analyses were discounted at 5 percent to a 1974 present value. Five percent was used as the approximate cost of capital in the noninflationary economy (which reflects the use of constant dollars in preparation of the estimates). Tables 1 and 2 present the undiscounted annual cost, the discounted annual cost and the total costs for the two procedures.

TABLE 1.—*Estimated cost of total rehabilitation of light density line and annual maintenance to retain that standard*

Year	Undiscounted cost	Present value at 5 percent	Year	Undiscounted cost	Present value at 5 percent
1	$154,614	$154,614	26	[illegible]	$246
2	833	793	27	455	123
3	783	712	28	783	210
4	455	393	29	455	116
5	455	374	30	455	111
6	833	653	31	23,112	5,346
7	455	340	32	455	100
8	785	558	33	785	165
9	455	308	34	455	91
10	455	293	35	455	87
11	9,433	5,791	36	833	151
12	455	266	37	455	79
13	785	437	38	785	120
14	455	241	39	455	71
15	455	230	40	455	68
16	833	401	41	29,307	4,163
17	455	208	42	455	62
18	785	342	43	785	101
19	455	189	44	455	56
20	455	180	45	455	53
21	18,205	5,661	46	833	93
22	455	168	47	455	48
23	785	288	48	785	70
24	455	148	49	455	44
25	455	141	50	455	42
			Total	280,714	186,741

TABLE 2.—*Estimated cost of upgrading light-density line to FRA track class I standard and annual maintenance to retain that standard*

Year	Undiscounted cost	Present value at 5 percent	Year	Undiscounted cost	Present value at 5 percent
1	$25,314	$25,314	26	$3,970	$1,172
2	3,560	3,390	27	3,881	1,091
3	3,560	3,229	28	3,844	1,030
4	3,597	3,107	29	3,881	[illegible]
5	3,560	2,929	30	3,954	[illegible]
6	3,686	2,888	31	4,117	953
7	3,631	2,710	32	4,184	922
8	3,594	2,554	33	4,147	[illegible]
9	3,594	2,433	34	4,258	851
10	3,631	2,341	35	4,111	[illegible]
11	3,757	2,303	36	4,364	795
12	3,680	2,152	37	4,294	741
13	3,717	2,070	38	4,184	[illegible]
14	3,680	1,952	39	4,294	672
15	4,158	2,100	40	4,221	630
16	4,320	2,078	41	9,853	1,400
17	4,238	1,941	42	4,164	[illegible]
18	4,194	1,830	43	4,884	565
19	4,231	1,758	44	4,348	[illegible]
20	3,740	1,480	45	3,907	[illegible]
21	9,239	3,482	46	4,107	457
22	3,734	1,340	47	3,944	418
23	3,807	1,201	48	3,944	[illegible]
24	3,844	1,251	49	3,907	[illegible]
25	3,770	1,169	50	4,054	371
			Total	230,172	97,790

The total undiscounted 50-year costs are $260,714 for rehabilitation, consisting of $154,614 in year one and an average annual maintenance cost of $2,165, and $230,172 for upgrading, consisting of $25,314 in year one and an average annual maintenance of $4,181. Despite the much higher maintenance cost under minimal upgrading, the total *undiscounted* cost is $30,542 less under this option. The total *discounted* cost is $186,745 for rehabilitation and $97,790 for upgrading. There is a difference of $88,955 in favor of minimal upgrading.

Thus, the shortage of materials and manpower which would delay any major rehabilitation of branch lines does not undermine the viability of the line. The costs are lower with minimal upgrading. However, where significant new traffic potential exists or where substantial operating savings could be realized, major rehabilitation may be justified.

Based on these data, total rehabilitation of light-density lines is not economically justified over minimal upgrading, considering only the lower maintenance costs. Average annual operating and similar savings amounting to $4,870 per mile would be required to equalize the annual costs of the two procedures. Based on the average hourly cost of a locomotive and 3-man crew ($41.91), operating savings resulting from higher speeds under rehabilitation would require nearly 700 round trips per year over the line—a level of service far beyond that of light-density line.

The branch line analysis, accordingly, included only nominal upgrading costs and the cost of maintaining the line at that standard. The upgrading costs were based on the number of ties, miles of track, turn-out repairs and grade-crossing repairs required to bring the line into compliance with FRA Class I requirements. This information is available from the questionnaire results.

The costs of upgrading the line were not all included in the first year. Instead, these costs were annualized over a 10-year period. The required investment is the result of cumulative deferred maintenance and should not be borne entirely in a single expense period. The use of a 10-year annualization period may well be longer than is justified by the risk of traffic erosion on light-density lines.

The maintenance costs are included for the branch line itself and the requisite siding and yard tracks. The maintenance costs are a function of traffic density (gross ton miles per mile per year), length and the existence of such structures as bridges. Inclusion of these factors was based on information contained in the questionnaire data base. The costs include labor (excluding supervision, which is included elsewhere), materials (rail, ties, ballast, etc.) and machinery required to perform the work.

The resulting annual costs per mile for a 9-mile branch with one-half mile of siding tracks, 10 grade crossings and 5 turn-outs, requiring 3,485 ties and no rail to meet FRA Class I standards are:

$1,952 Per mile upgrading costs (one-tenth of total)
$3,987 Per mile maintenance costs

The *return on net salvage value* is included as an estimate of the opportunity cost to the carrier of continued operation. For a carrier to purchase a line, it should expect to realize a return on the required investment. However, at this time the purchase price of any given line is unknown. In addition, after purchase, the relevant cost is the return which could be received by placing the asset in alternative use. Therefore, the estimated opportunity cost is the return on net salvage value foregone by continuing the line in service.

Return on net salvage value should be distinguished from net liquidation value since the latter considers all of the economic consequences of abandonment, including the effect of abandonments on present commodity prices.

The gross salvage value includes an estimated resale value of the steel, reusable ties and land. The salvageable steel was estimated on the basis of rail weighing 100 pounds per yard, yielding 178 tons per track mile, and 61 tons of other steel track materials (tie plates, bars, etc.) per mile for a total of 239 tons per mile. The gross salvage value of steel was assumed for purposes of this study to be $125 per ton. The resulting estimated gross value of the steel is $29,912 per mile.

A resale value for ties was included only for those ties which are reusable. An estimate of the number of

reusable ties is available from the questionnaire. The resale value of land is based on 7.3 acres per mile (a 60-foot right-of-way). The cost of salvaging these materials and transporting them to market also was estimated.

It must be noted that the data used for estimating net salvage value represents only a preliminary estimate. Further, the estimates reflect values which may be generated if a relatively few lines are abandoned, the balance of the rail system remains in operation, and the scrap materials are required for use on the remaining lines. As better data becomes available, it will be used in preparing the Final System Plan.

The rate of return applied to the net salvage value was 8.3 percent. This is an estimate of the 1975 U.S. Treasury Bond rate plus 0.3 percent for administrative costs. It is argued by the AAR that the internal cost of capital of the restructed system should be used to value the opportunity cost of the investment.

However, at this time that cost of capital is unknown, although any private-sector rate would be higher than the estimate used. Moreover, the net salvage estimated is not discounted to reflected disposition time.

The inclusion of *on-branch property taxes* presents a host of problems. Property taxes represent direct on-branch costs and are appropriately included in an analysis of self-sufficiency. The taxing rates vary markedly between states and among local jurisdictions within states. For example, Connecticut has no rail property tax while the tax rate in the District of Columbia is extremely high. However, the Association has not yet been able to obtain actual property taxes for each line nor to develop an accurate estimating prbcedure. Therefore, the direct results of the analysis do not reflect the impact of property taxes.

On-branch overhead costs include only an estimate of the supervision required for maintenance-of-way and train-crew employees, required clerical support and the cost of employee injuries and property damage. Supervisory expenses include only the estimated costs of first- and second-line supervision: a track supervisor and his immediate supervisor in the case of maintenance-of-way, and a trainmaster or assistant trainmaster and his immediate supervisor for train crews.

Interviews with operating personnel indicate that, on the average, 30 percent of track supervisor's time is devoted to branch line maintenance, and 10 track supervisors report to a track engineer. Thus, 30 percent of the cost of track supervisor and 10 percent of the cost of a track engineer are related to branch lines. Further, it was assumed that a track engineer is responsible for 40 miles of branch line. Therefore, one-fortieth of the branch-related supervisory costs was assigned to each branch mile under analysis.

Transportation supervision costs are specified in terms of crew hours. Again, interviews indicate that 75 percent of a trainmaster's time is devoted to supervision of train movements, and one-sixth of division superintendent's time is associated with supervision of those trainmasters under his control. The total supervision costs developed on this basis were divided by local and way freight engineer service hours to obtain the cost per hour.

The costs associated with injuries to persons, damage to property and clerical support were developed separately for maintenance-of-way and transportation. The total of these three expense groups is available in the Carriers Annual Report Form R–1. The resulting cost for maintenance-of-way was attributed to the line on the basis of direct maintenance costs for the branch as a proportion of total system direct maintenance costs. The total cost of the three expenses for transportation was attributed to the line on the basis of the crew hours expended on the branch as a proportion of total system crew hours.

The annual on-branch overhead costs for a 9-mile Penn Central branch line served once a week by a 5-member crew are:

$1,335	Maintenance-of-way supervision
39	Transportation supervision
474	Maintenance-of-way clerical support and accidents
158	Transportation clerical support and accidents
2,006	Total annual on-branch overhead cost

The net revenue from traffic overhead to the branch required special treatment. The questionnaires indicate the volume of overhead traffic for each line, but overhead traffic exists on only a few of the lines under analysis. The analytical complexities arise from two sources. First, ConRail operations probably will result in the rerouting of a significant but as yet unknown proportion of the traffic. In addition, use of a line to provide service to overhead traffic necessarily will require provision of local pick-up and delivery service on the line.

Second, the impact of the overhead traffic on a line's viability is difficult to evaluate lacking such critical information as the commodities involved, the total length of haul and the revenue realized by the carrier. Without such specific information, the analysis can only be carried forward on the basis of general averages. Due to these complexities, the reported results of the viability analysis exclude the effects of overhead traffic. However, the recommendations reflect the required use of the line for overhead traffic.

The off-branch operating costs appropriate to the analysis are the subject of considerable debate. The analysis incorporates gross ton-mile costs, switching costs, loss and damage costs, car costs and clerical costs.

NYDOT and the Conference of States argue that only freight car costs should be included in the off-branch portion of the analysis, because all existing trains will continue and all employees will continue in their capacities regardless of the existence or absence

of the branch-line traffic. This argument has some merit when considering only one line generating a few cars per week, although even in this case existing abandonment procedures and analyses recognizes significant off-branch costs.

However, the framework of the Association's analysis is very different. The analysis encompasses nearly 10,000 miles of active rail line generating more than 1 million cars per year. The traffic represents more than 3,000 carloads per day which, with 30 loaded cars per train, represents more than 100 trains per day. In addition, train schedules are being changed, labor requirements are being restructured and yard functions are being redefined. The addition of 3,000 carloads per day obviously would require more plant, equipment and labor than otherwise would be necessary.

It is also argued that, if off-branch costs are to be incorporated, they should be developed by a costing procedure other than the ICC's Rail Form A because the Form A results provide inaccurate information. The ICC's Rail Form A costing procedure, used since the 1930's, has been subjected to a variety of criticisms. Although many of the criticisms appear to be substantive, no alternative procedure has been developed, tested and adopted for widespread use. Hence, the Rail Form A represents the only tool available for the estimation of off-branch variable operating costs.

There are five elements in the analysis of off-branch costs: gross ton-mile costs, switching costs, loss and damage costs, car costs, and clerical costs. All but car costs and loss and damage costs were developed using the Rail Form A costing procedure. In the development of these costs, however, several input cost accounts were excluded because it is believed that they are not relevant.

The gross ton-mile cost has three elements. The first is primarily the variable cost of maintenance-of-way. The second is a locomotive variable unit-mile cost, prorated over the average trailing gross tons per through train. The third is train-mile variable costs, also prorated over the average trailing gross tons per through train. The resulting unit costs are applied to the off-branch gross ton-miles of the branch-generated traffic.

The switching costs are developed on a per-unit basis for each of 3 types of car-switching service: road train to industry switch for traffic originated or terminated on the branch lines and terminated or originated elsewhere on the system, 1 interchange switch for interline traffic (including empty return) and intertrain switches based on 2 at the local yard plus 1 every 200 miles of line haul.

Clerical costs are the average billing cost per car. The loss and damage costs are the total of such costs incurred by commodity allocated on a per-ton basis.

The freight car costs are developed as the weighted average car costs classified by commodity using the AAR Car Hire Master List (described above). The resulting mile costs are applied to the off-branch car miles, including circuity and empty return. The car days are calculated on the basis of: 4 days for terminal switching, one-half day for each interchange and intertrain switch, and 1 day for each approximately 500 miles of haul or fraction thereof. These procedures result in 5.5 car days for a 1,000 mile interchange move compared to an estimated 7 days under current operations.

The off-branch costs for a Penn Central line generating 200 carloads, 9,400,000 off-branch gross ton-miles, 7 terminal switches, 331 interchange switches and 1,329 intertrain switches are:

$136.60	Average ton-mile costs per carload
32.70	Average terminal switching costs per carload
9.26	Average interchange switching costs per carload
5.26	Average intertrain switching costs per carload
3.52	Average loss and damage costs per carload
18.70	Average car-day cost per carload
27.80	Average car-mile costs per carload
4.77	Average clerical costs per carload

Because this complex analysis must be applied to more than 9,000 miles of railroad, it has been computerized. However, the characteristics of each line are unique, and therefore each has also been subjected to manual review and evaluation.

The analytical results which have been summarized above include detailed consideration of each line's financial self-sufficiency under traffic, revenue and estimated cost levels which prevailed in 1973 and an estimation of realizable rate increases and traffic growth due, for example, to the location of a new shipper on the line.

A line-by-line evaluation of traffic growth has two basic elements. First, because the data used in the analysis related to 1973, new firms could have come into existence and the existing shippers could have permanently increased their use of rail service. Second, a line may realize the necessary traffic growth in the near term to become self-sufficient. In both cases, the involved lines represent prudent business investments and should be included in the Final System Plan.

More current carrier information has been analyzed to assist in the identification of traffic growth which already has been realized. The major sources of the needed information concerning traffic growth are the testimony provided at the RSPO hearings (including those to be held on this report), the communications which are being received directly from individual shippers, information provided by public agencies such as the state departments of transportation and information provided by the railroads. Where the verified information indicates that the traffic growth will enable self-sufficiency, the involved line segment will be recommended for inclusion the Final System Plan. Where no specific information was available, the estimated

region-wide average growth rate has been used to evaluate the growth potential.

Conclusion

This technical description of the analytic progress is essential to a full understanding of the depth of the light-density line analysis. Revenue and cost items were identified as precisely as possible and, once the data were established, the formula was applied. It would be a mistake to assume, however, that a simple computer run then established the preliminary conclusion with respect to any specific line.

Considerable effort was expended to verify data. Each line was studied again individually to assure greater accuracy. Rate adjustments and identifiable traffic growth patterns were taken into account when information was available.

No doubt, there will be some disagreement with the data as well as the formula. The Association feels confident of both but will be attentive to the public response and evaluation, primarily through the RSPO hearing process. Comments and evaluations will be carefully considered during preparation of the Final System Plan.

18

Railroad Marine Operations

The Association's analysis of rail service in the Northeast and Midwest includes review of car-ferry operations, principally those across Lake Michigan, Chesapeake Bay and New York Harbor. Marine transportation provides a special service to shippers, but it has imposed a substantial financial burden on the bankrupt carriers. Many existing facilities and most of the vessels soon will have to be replaced or rehabilitated to make the level of service more safe and efficient. The capital expenditures needed to complete such a project would be considerable.

This chapter explains the methods used to analyze car-ferry operations. In essence, these systems were considered as light-density branch lines and subject to the same analytic procedures. The Association has concluded that due to the high cost of modernizing the existing car-ferry fleet and facilities, ConRail should not be responsible for maintaining and improving marine operations. As a result, these lines would become available for the subsidies authorized in Title IV of the Regional Rail Reorganization Act of 1973.

Most marine operations of the bankrupt railroads in the Region have been declining for many years. These operations include:

Ann Arbor Railroad—
  Lake Michigan Car Ferry Service
Penn Central—
  Cape Charles, Virginia, to Little Creek (Norfolk), Virginia, Car Float Service
Penn Central, Erie Lackawanna and Lehigh Valley—
  New York Harbor Car Float and Lighterage Services
Reading Company—
  Delaware River Car Float Service
Mackinac Transportation Company—
  Mackinac Straits Car Ferry Service

The Ann Arbor service on Lake Michigan, which has retained a reasonably substantial volume of traffic, essentially is part of a secondary through route in connection with the Green Bay & Western Railway. Similarly, the Cape Charles-Little Creek service is a link in a through route of secondary importance, although local factors are also involved. Traffic on this marine route also has held up relatively better than on the others.

The New York Harbor and Delaware River operations are essentially local in nature, handling traffic between rail terminals and waterfront locations not directly on the lines of the operating companies. The Mackinac Transportation Company's Mackinac Straits service forms a bridge between little-used branch lines.

Car-ferry operation is much more expensive than train operation on a per-mile basis. On a typical car ferry, 35 men perform the work that 5 men accomplish moving the same amount of traffic over rails. The cost of maintaining a ship and float bridges exceeds the equivalent cost of track and locomotive maintenance, and the ship uses much more fuel than a locomotive. The economics of car-ferry operation do not resemble those of marine transportation in general. In essence, it is a piggyback service of a very specialized nature whose sole justification is the avoidance of an extreme amount of railroad circuity.

Gains in rail productivity have been made by increasing the size of individual cars, thus requiring less handling and switching per ton of cargo moved, and by increasing the number of cars made up into trains, thus requiring fewer crew and motive units. Bigger rolling stock and longer trains do not result in equivalent productivity gains for marine operation, however, because of the absolute limit on the number of rail cars that can be accommodated and thus the freight tonnage that can be floated. Moreover, as land freight speeds increase, water links are put at a further disadvantage.

The marine services in the Region are at a crucial juncture because certain vessels need imminent replacement, but they will have to compete for funds with mainline consolidation and improvement, including a large amount of deferred maintenance. Large investments in new marine equipment could reduce operating costs substantially—including fuel, crew, general operating capacity, maintenance and repair. However, these investment expenditures to reduce marine operating costs would be desirable only where the marine service must of necessity be continued, since new investment which yields a lower but continuing deficit is less attractive than abandonment.

Two of the five marine operations in the Region are potential medium-density routes for freight service and are presently used for through freight. The Lake Michigan car ferries serve traffic which would otherwise move via the Chicago gateway; the Chesapeake Bay car float is an alternative to the Potomac Yard (Alexandria, Va.) gateway and also serves as a route for oversize loads; car-float interchange at New York Harbor avoids extreme circuity for freight moving between the Long Island RR and the PC, LV and EL Railroads.

The revenues derived from waterborne traffic are generally lower than those which would be earned on the same traffic moving via an alternative rail route, since the water route is generally the short route and rail rates traditionally have been based on average costs and distance, not specific costs. Shippers recognize these rate-making benefits and press for continued marine service. On the other hand, service over the shorter land-water route can be more expensive to provide than longer all-land service.

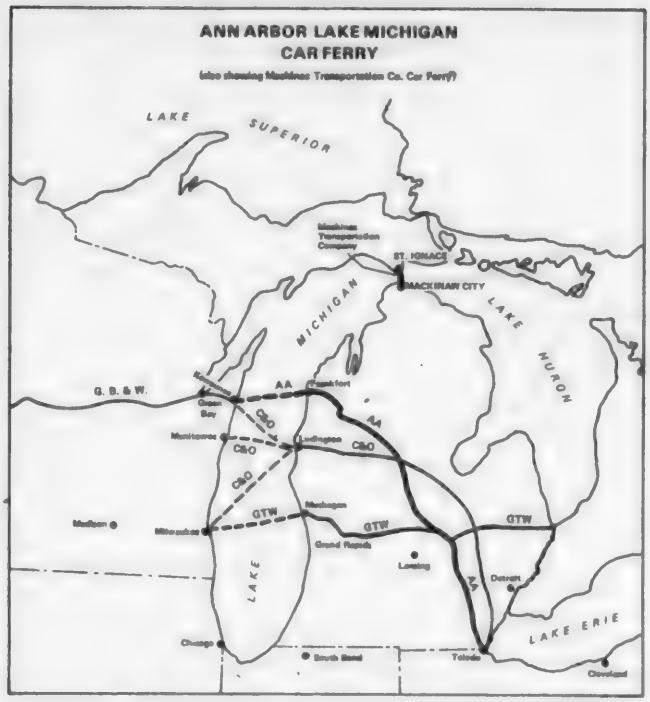
The revenues attributable to a marine service such as a car ferry are not easily disentangled from overall revenues for the movement, and they depend heavily on the particular commodity and origin-destination combination. Thus, the analyses of individual marine operations set out below emphasize comparative costs of various land-water and all-land routes as being the most valid measure of the preferred alternative.

Ann Arbor Car Ferry Service

Currently, three railroads provide car ferry service across the center of Lake Michigan (see Figure 1):

C&O (Chessie System) between Ludington, Mich., and Milwaukee, Manitowoc and Kewaunee, Wis.
Ann Arbor RR between Frankfort, Mich., and Kewaunee, Wis.
Grand Trunk Western RR between Muskegon, Mich., and Milwaukee, Wis.

Of the three, the Chessie's is the most extensive operation, serving three separate routes from a single port on the Michigan side of the Lake. The Ann Arbor service is second with 30–35 trips per week over its single remaining route. The GTW service consists of one round trip 5 days per week, the prime purpose of which is to provide access to Milwaukee. The Chessie and GTW



are seriously considering discontinuance of their car ferry operations.

The Ann Arbor car-ferry service normally is conducted by 1 vessel, the *Viking*, which is capable of handling 26 rail cars. A second ship, the *A. K. Atkinson*, is out of service due to the need for extensive repairs. The *Viking* is adequate normally for the amount of traffic currently handled; when a substitute or auxiliary vessel is needed, a spare GTW ferry is rented. Two round trips per day is the normal operation. Formerly three other car-ferry routes were operated from Frankfort by the Ann Arbor, but these were discontinued due to declining traffic. On the remaining Frankfort-Kewaunee route, traffic has remained relatively steady.

The principal connection on the Wisconsin side of the Lake at Kewaunee is the Green Bay & Western R. R., which operates a single main line without branches across northern Wisconsin, terminating at Winona, Minn., on the west bank of the Mississippi River. This line relies on the car-ferry connections at Kewaunee for approximately half its overall traffic. This traffic is divided between the Ann Arbor and the Chessie in a ratio of approximately 3:2. Thus, we find the AA and GB&W, two roads of comparable size and similar in some characteristics, each dependent upon the other for approximately 30 percent of its traffic. However, the GB&W still makes a small profit and the AA is bankrupt. That the AA is encumbered with the car-ferry operation probably is one of the principal reasons for the disparity. Table 1 shows the comparison.

Since most of the traffic using the car ferry is relatively long haul to the AA, it accounted for 51 percent of the 1973 revenue or approximately $5,380,000. The northern 185-mile section of the AA is nearly devoid of local traffic and therefore almost wholly related to the car ferry.

As indicated in Table 2 total traffic averages approximately 2,500 cars per month, of which 1,600 are loads and 900 are empty cars. The percentage of loaded cars is approximately 70 percent eastbound, but total cars are reasonably close to balance. As the northern two-thirds of the Ann Arbor RR exists mainly for the ferry connection, it is apparent that the greatest revenue source is also the most acute problem.

Traffic over the Kewaunee-Frankfort route, which has held steady or increased slightly during the last 3 years, amounts to about 20,000 annual carloads, with the *Viking* generally used to capacity eastbound. Total

TABLE 1.—*Comparison of the GB&W and AA operations, 1973*

	Miles of road	Revenue ($000)	Expense ($000)	Net profit (loss) ($000)	Operating ratio (percent)
GB&W	254	[illegible]	[illegible]	[illegible]	82.5
AA	202	10,542	12,327	(1,785)	97.9

Source: Railroad operating records.

TABLE 2.—*Ann Arbor Lake Michigan car ferry traffic between Kewaunee and Frankfort, monthly by direction, 1974*

	Month									Monthly average	Average number of cars per trip
	Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sept.		
Westward:											
Loads	395	440	450	424	765	447	464	458	357	464	7.2
Empties	684	643	668	791	398	664	664	600	527	630	9.7
Total	1,079	1,083	1,128	1,215	1,163	1,111	1,128	1,058	884	1,094	16.9
Eastward:											
Loads	1,225	1,094	1,255	1,255	856	1,080	1,085	1,052	1,092	1,105	17.1
Empties	200	187	237	205	423	276	286	[illegible]	209	254	3.9
Total	1,425	1,281	1,492	1,460	1,279	1,356	1,321	1,318	1,301	1,359	21.0
Number of round trips	65	60½	69	67½	60½	65	65	67	62	64.6	

Source: Ann Arbor Railroad operating records.

Ann Arbor car-ferry traffic has declined substantially due to the reduction of vessels and routes served and to increased car sizes; more than 40,000 average annual carloads were moved by car ferry during the 1960's, but 1973 traffic was 27,000 carloads, and 1974 will show about 20,000 carloads, based on monthly movements through September. More than half the car-ferry traffic originates in either Minnesota, Wisconsin or Michigan, and more than half of traffic terminations are in Wisconsin, Michigan and Ohio.

Continuation of the Ann Arbor service is strongly supported by Wisconsin interests because of its assumed importance (a) for the traffic and revenues of the Green Bay & Western, (b) in providing a regular flow of empties westbound, (c) in providing what is viewed by shippers as better and more reliable transit time relative to the Chicago gateway and (d), probably uppermost in shippers' minds, providing the short-route rate base for traffic in the Northern Midwest, especially northern Wisconsin and Minnesota.

As seen in Table 3, total expenses charged to car-ferry operations for the single vessel in service during early 1974 have been approximately $239,000 per month. This figure is inclusive of vessel depreciation and dockside expenses at both Kewaunee and Frankfort. Deleting $11,000 per month to reflect income earned in passenger service gives a net marine operating cost of $228,000 per month, or about $2.7 million per year. A comparison to revenues anticipated for 1974 traffic (which total less than 1973 because Manitowoc service has been abandoned) would leave about $1.6 million, over and above marine costs, to defray rail costs for the northern trackage and shore facilities.

The two most likely alternatives are (1) upgrade the car-ferry service via purchase of a new vessel (which could serve any ports designated) or (2) abandon the car-ferry service and route the traffic all-rail via Chicago. A comparison of these alternatives follows:

TABLE 3.—*Ann Arbor projected marine operating costs, 1974*

Category	*Operating cost per month*
Boat Operation	$99,000
Boat Maintenance	13,200
Miscellaneous Operation	600
Boat Depreciation	28,700
Boat Insurance	10,300
Frankfort Station and Dispatch Expense	8,000
Frankfort Maintenance of Equipment (Car Inspection)	10,500
Dock Maintenance and Depreciation	2,200
Kewaunee Station, Joint Costs	1,600
Three Locomotive Units (Maintenance and Depreciation)	11,250
Casualty Costs	14,300
Employee Benefits	39,500
Subtotal	239,150
Less Passenger Revenue	10,900
Total	228,250

Source: A. T. Kearney, Inc., *Analysis of Railroad Operated Ferry and Lighterage Operations*, January 1975.

TABLE 4.—*Comparison of present Lake Michigan car ferry and major alternatives*

AVERAGE PER CARLOAD

	Present service	New vessel Kewaunee-Frankfort	All-rail via Chicago
Marine costs	$143	$66	
Incremental rail costs [1]			$33
Total-move costs (major shipments)	$641	$564	$533
Fuel consumption (gallons)	150	144	56

[1] These costs are the total all-rail route costs less the rail portion of through-route costs incurred in a comparable movement via the car ferry; thus the "incremental rail" cost by way of Chicago is comparable to the marine cost by way of Frankfort.

Source: A. T. Kearney, Inc., *Analysis of Railroad Operated Ferry and Lighterage Operations*, January 1975.

A new vessel would require incremental investment of approximately $18 million. Further expenditures on shore facilities and supporting rail lines are *not* included. Both alternatives are superior to present service in that the cost per carload would be reduced while less energy was consumed. Foregoing any investment, it would be possible to save $110 per car by routing through Chicago, whereas the new vessel would give lesser savings of approximately $80 per car. The choice between these two alternatives will depend on the estimated benefit of increasing the level of traffic through Chicago versus the willingness of the various interested parties to provide financial support for the new vessel.

Retention of the marine operation would be slightly more attractive than portrayed in Table 4 if it were feasible to shift the service to the Chessie port of Ludington, thereby reducing the distance traveled for both segments of the move. Although this route would be difficult to arrange, it may be worthy considering if service is continued under subsidy.

Table 5, which follows, shows a more detailed cost relationship of various methods of moving traffic between selected points.

Tables 6 and 7 are included to show the origins and destinations of the traffic handled. As previously mentioned, it will be noted that the states of Michigan, Wisconsin, Minnesota and Ohio predominate.

Penn Central Chesapeake Bay Car Float

From the standpoint of geography, this service has some of the same characteristics the Ann Arbor service. It is a link in a secondary through route which parallels more heavily utilized trunk lines. As the AA ferry is important to the GB&W, the Cape Charles ferry is important to the Norfolk Southern Ry., now a subsidiary of the Southern, as it gives that carrier a long

TABLE 5.—*Comparison of carload cost for total movement, selected movements and alternatives, Ann Arbor Lake Michigan ferry*

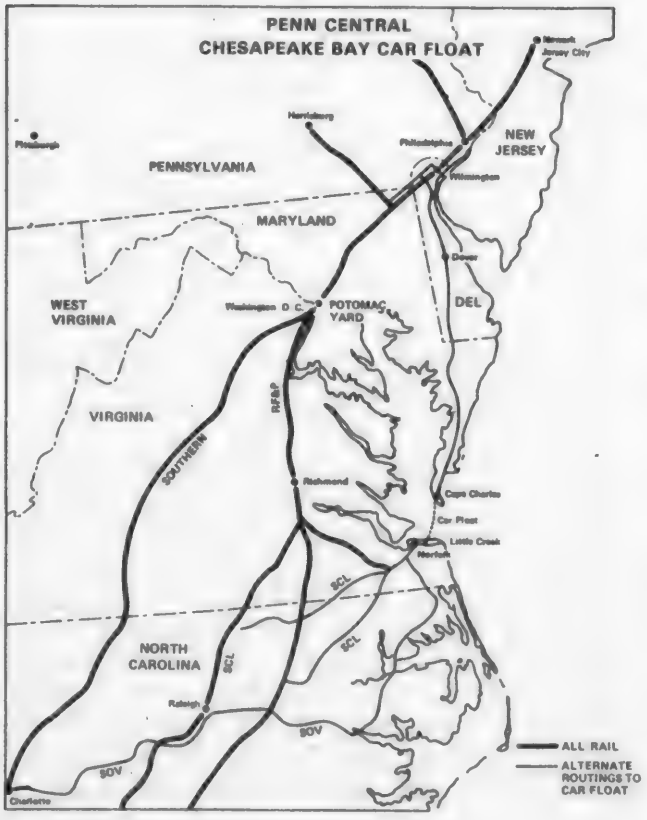
Movement	Present service	Present service (capacity)	Upgraded service present traffic	Upgraded service increased traffic	Upgraded and consolidated service	Chessie	All rail	Total revenue
Marine cost	$148.00	$93.00	$105.00	$95.00	$92.00	$90.00	$32.45	
Owasso to Kenosha	495.49	442.49	514.49	416.49	397.83	425.83	375.42	$589
Green Bay to Detroit	456.07	403.07	475.07	379.07	361.30	389.30	365.70	317
Green Bay to Toledo	514.22	461.22	533.22	437.22	413.04	441.04	451.15	645
Algoma to Pittsburgh	554.27	501.27	573.27	577.27	552.03	580.93	553.10	870
Wisconsin Rapids to Jersey City	1,019.16	966.16	1,038.06	942.16	920.41	948.41	916.43	927
Wyandotte to Milwaukee	561.76	508.76	583.76	484.76	449.95	477.95	392.64	807
Dearborn to St. Paul	592.07	539.07	611.07	515.07	496.14	524.14	510.51	734
Green Bay to Lima	489.02	436.02	508.02	412.02	389.21	421.21	334.54	298
Casper to Flat Rock	1,006.64	953.64	1,025.64	907.55	929.84	635.65	903.31	2,250
Total	5,789.70	5,312.70	5,969.60	5,074.71	4,914.45	5,144.46	4,794.78	6,406
Average of 9 moves	643.30	590.30	662.29	563.86	546.05	571.61	532.75	711

Source: A. T. Kearney, Inc., *Analysis of Railroad Operated Ferry and Lighterage Operations*, January 1975.

haul on traffic so routed. Also, the water link is at the extreme end of a line with little intermediate traffic, as is the AA's marine operation at Frankfort, Mich. (See Figure 2.)

Another reason for the Cape Charles link is that it is PC's only access to the Norfolk area. Historically this factor weighed more heavily than at present, since the absence of the interline traffic would mean a light density operation indeed. This link is also used to some extent for over-dimension shipments which cannot be handled on the principal trunk lines because of restricted clearances. There is no competing service of a similar nature between the Delmarva Peninsula and Norfolk. The C&O (Chessie) has limited marine operations in the Hampton Roads area, serving different locations.

FIGURE 2



The crew requirement of the car-float operation is 12 men per 8-hour shift, roughly equivalent to the car-ferry operation on Lake Michigan which requires 35 men for a round-the-clock operation. The operation is conducted on an unscheduled basis, averaging four round trips every 24 hours.

The Penn Central car float handled about 51,000 cars in 1972 (data for 1973 are not reliable due to both the *Richardson* and the Delmarva mainline being out of service for several months). Of this total, about 30,000 carloads were floated, of which 58 percent were northbound. The traffic for the year ending June, 1974, has not recovered to the 1972 level and amounted to only 25,000 carloads. At carload levels of 1972, utilization would not approach maximum engineering capacity under continous operation. Also, the service is unreliable due to weather and equipment problems. A large majority of the carloads floated are overhead or bridge traffic (about 70 percent in 1972), which Penn Central could interchange on or off the Washington area or farther west in the event of car float abandonment, but PC would receive a shorter haul.

More than one-half the carloads floated in 1973 (USRA data tapes) showed origination in the four

TABLE 6.—*Ann Arbor Lake Michigan car ferry data, 1973; by origin state or province*

Origin state or province	Total carloads	Total tons	Ann Arbor revenue	Total revenue
Alberta	176	9,760	$33,481	$293,413
Alabama	15	727	1,745	12,040
Arkansas	3	121	602	3,141
British Columbia	1,555	67,213	293,435	2,610,873
California	349	14,459	67,371	705,228
Colorado	6	194	1,081	6,881
Connecticut	8	232	1,173	6,696
District of Columbia	42	1,857	7,649	30,201
Delaware	8	502	1,846	13,024
Florida	75	4,872	8,105	85,617
Georgia	784	64,158	112,800	1,175,206
Iowa	8	288	1,093	8,725
Idaho	591	25,692	102,561	909,358
Illinois	90	756	4,156	15,745
Indiana	72	608	4,208	13,280
Kansas	1	18	107	470
Kentucky	97	858	2,560	12,817
Louisiana	10	512	1,588	9,284
Massachusetts	40	874	5,558	31,872
Manitoba	37	2,418	10,507	69,619
Maryland	23	933	5,219	21,351
Maine	272	9,618	40,563	224,231
Michigan	5,297	159,247	817,356	2,772,464
Minnesota	5,099	126,587	638,139	5,095,073
Missouri	2	71	295	1,175
Mississippi	1	50	74	552
Montana	302	13,750	50,750	463,677
Nebraska	17	554	2,351	14,431
North Carolina	71	2,741	5,547	51,041
North Dakota	171	7,478	29,819	183,306
New Brunswick	6	114	965	4,556
Newfoundland	9	452	1,817	14,722
New Hampshire	20	654	2,960	16,942
New Jersey	68	2,370	14,225	71,005
Nova Scotia	47	2,856	10,954	71,163
Nevada	4	121	608	4,515
New York	236	15,290	41,452	176,289
Ohio	1,463	47,897	359,500	1,625,536
Oklahoma	12	344	1,053	8,762
Ontario	843	21,604	110,446	404,251
Oregon	886	35,452	172,595	1,548,810
Pennsylvania	640	19,316	134,733	714,090
Quebec	254	11,012	51,640	278,677
Rhode Island	1	40	86	692
South Carolina	108	6,297	12,594	121,798
South Dakota	69	3,508	16,654	74,045
Saskatchewan	1,330	169,101	380,907	2,586,428
Tennessee	2	56	104	2,440
Texas	5	154	636	2,868
Utah	3	169	541	4,218
Virginia	115	4,788	19,863	72,718
Vermont	19	760	2,406	20,694
Washington	967	42,046	181,968	1,572,057
Wisconsin	5,926	290,042	1,614,395	4,897,922
West Virginia	13	722	3,594	11,721
Wyoming	517	132,930	135,456	925,602
Total [1]	27,011	1,322,886	5,380,002	29,062,703

[1] Approximate totals only. Exact totals not possible due to data processing difficulties and possible differences between scheduled routing and actual.

Source: Special USRA computer run of Ann Arbor traffic tapes for 1973.

TABLE 7.—*Ann Arbor Lake Michigan car ferry data, 1973 by destination state or province*

Terminating state or province	Total carloads	Total tons	Ann Arbor revenue	Total revenue
Alberta	53	942	8,790	$38,937
Alabama	30	1,063	2,444	25,220
Arizona	10	140	2,444	15,771
British Columbia	26	966	6,441	61,267
California	271	9,921	59,206	549,398
Colorado	12	264	1,769	13,404
Connecticut	501	19,186	73,060	563,472
District of Columbia	28	1,120	6,325	20,865
Delaware	112	3,960	19,606	116,067
Florida	63	1,253	4,319	55,044
Georgia	24	1,000	2,480	26,127
Iowa	15	227	2,237	9,185
Idaho	14	264	2,458	19,602
Illinois	76	2,474	16,318	52,121
Indiana	241	8,479	36,463	154,307
Kansas	1	14	92	887
Kentucky	200	13,294	43,564	219,205
Massachusetts	892	30,854	132,564	753,213
Manitoba	22	856	4,403	30,419
Maryland	862	12,964	72,078	410,426
Maine	198	6,741	28,501	190,250
Michigan	4,976	218,806	1,064,263	5,250,806
Minnesota	1,927	77,319	417,204	1,732,269
Missouri	4	90	499	3,035
Montana	116	7,780	28,132	164,830
Nebraska	6	153	1,291	9,009
North Carolina	86	1,254	3,894	32,604
North Dakota	109	2,971	18,752	87,646
New Brunswick	3	66	707	2,723
Newfoundland	10	220	6,117	30,325
New Hampshire	92	3,927	13,252	96,308
New Jersey	709	30,951	142,361	915,167
New Mexico	4	75	261	4,050
Nova Scotia	100	105,918	28,470	225,562
New York	2,297	99,646	413,743	3,153,987
Ohio	6,067	245,955	1,373,434	5,857,612
Ontario	218	9,007	42,712	258,362
Oregon	240	5,509	56,571	482,978
Pennsylvania	1,944	75,143	351,120	2,091,884
Quebec	118	4,372	26,043	183,323
Rhode Island	74	2,319	9,341	77,773
South Carolina	20	783	2,159	19,036
South Dakota	35	1,070	7,602	29,957
Saskatchewan	23	265	3,950	32,761
Tennessee	92	4,594	9,522	83,940
Texas	3	100	304	2,359
Utah	5	182	1,041	10,998
Virginia	335	14,778	55,710	301,106
Vermont	139	5,485	23,110	110,184
Washington	213	4,057	53,923	407,659
Wisconsin	3,723	192,191	820,356	2,944,682
West Virginia	61	2,776	14,406	77,945
Wyoming	4	84	407	3,346
Total [1]	28,901	1,322,982	5,529,438	27,976,475

[1] Approximate totals only. Exact totals not possible due to data processing difficulties and possible differences between scheduled routing and actual.

Source: USRA computer run of Ann Arbor traffic tapes for 1973.

states of North Carolina, Virginia, Delaware and Pennsylvania, and these same four states also received more than one-half the traffic terminated after being floated. The state of Maryland had substantial terminating traffic, though it did not show many originations.

Table 8 is a summary of traffic handled during 1972, demonstrating the dominance of bridge or overhead traffic.

Like the Ann Arbor RR, the lower 90 miles of the PC Delmarva Branch, south of Salisbury (see map) has very little local traffic and therefore exists primarily because of the marine connection. This trackage is in very poor condition, and the cost of restoring it to a satisfactory level would be excessive. The funds could be used more productively to improve main-line trackage.

Total expenses charged directly to car-float operations on the Chesapeake in 1972 by Penn Central amounted to about $2.9 million for the year, inclusive of vessel depreciation and yard-dockside expenses. A

USRA contractor estimated that, after accounting for inflation, this is equivalent to about $3.5 million for 1974. There are no truck or passenger revenues to defray part of these expenses, as in Lake Michigan operations. Penn Central has reported gross revenues of about $8.5 million on the traffic floated in 1972 (USRA tapes show about $6.8 million for atypical 1973 traffic data), leaving some contribution to defray the nonmarine rail costs of moving the traffic plus shore facilities. Penn Central has estimated a deficit overall on the car-float traffic, based on marine costs plus long-term variable

TABLE 8.—*Penn Central traffic and revenue at Norfolk stations and Interchange, 1972*

Class of traffic	Cars	Tons	PC revenue	Gross revenue
Originated and forwarded	2,501	144,543	$951,407	$1,094,256
Received and terminated	5,840	338,592	2,815,066	3,287,075
Bridge	19,655	1,026,764	4,841,534	11,973,907
Total	27,996	1,504,899	8,608,097	16,295,221

Source: Penn Central Transportation Co.

rail costs for the land portion of the haul, which amounted to about $1.2 million per year, using 1972 data. Table 9 details the marine costs.

TABLE 9.—*Penn Central Chesapeake Bay car float, annual operating cost*

Category	1972 operating cost	1974 operating cost [1]
Marine transportation	$684,600	$843,056
Station expense:		
Cape Charles	33,671	41,353
Norfolk	63,436	78,026
Maintenance of float equipment	236,985	291,491
Maintenance of way	77,859	95,766
Maintenance of structures	68,351	84,317
Insurance and depreciation	52,478	64,548
Yard operation, Cape Charles	331,887	408,221
Yard operation, Little Creek	255,154	313,839
Joint facility operation and trackage	127,413	156,718
Payroll taxes and fringe benefits	312,864	384,823
Other expense:		
Property tax accruals	31,322	38,526
Car cost (prorated per diem between Norfolk and Cape Charles)	418,250	514,386
Personal injuries and property damage	151,698	225,784
Miscellaneous	2,194	2,698
Total	2,878,465	3,540,504

[1] Inflation factor 1972–74 is 1.23.

Source: A. T. Kearney, Inc., *Analysis of Railroad Operated Ferry and Lighterage Operations*, January 1975.

Several alternatives have been considered for the Chesapeake Bay car float. They are similar to those considered for the Lake Michigan service. Present service compares poorly with both (1) an upgraded service operated with a new vessel, most likely a self-propelled barge with potential for use in container service as well, and (2) abandonment of the car float in favor of all-rail movement through the Potomac Yard (Alexandria, Va.) gateway. Two different alternatives have been costed for new vessels: a vessel with a capacity of 30 cars and another vessel which could accommodate 60 cars, both of which were originally investigated for Penn Central.[1] A comparison of the unit cost projected for each of these alternatives follows in Table 10:

TABLE 10.—*Comparison of PC car float and major alternatives*

AVERAGE PER CARLOAD

	Present service	New vessel		All-rail
		30-car	60-car	
Marine costs	$120	$56	$31	
Incremental rail costs [1]				$57
Total-move costs (major shipments)	$546	$484	$457	$483
Fuel consumption [2] (gallons)	32	41	31	30

[1] See note to Table 4.

[2] Philadelphia-Norfolk only.

Source: A. T. Kearney, Inc., *Analysis of Railroad Operated Ferry and Lighterage Operations*, January 1975.

The comparison table shows that all three alternatives compare favorably with the current car-float service. The new 30-car vessel and the all-rail movement via Potomac Yard are estimated to have the same unit costs of $483–$484, an improvement of about $60 over current car-float operations, and also better than the current equipment operating at full capacity (not shown). The incremental rail costs of $57 for an all-land movement are almost identical to the projected marine costs and would require little or no investment, though some peninsular traffic would be forced to use trucks through the Bay Bridge Tunnel at a cost estimated to be almost equivalent to the current car float.

A new 60-car vessel would have more favorable marine costs than a smaller vessel, reducing marine costs to $31 per carload. However, the larger capacity vessel would have to attract enough traffic to permit operation at efficient cost levels, since the achievement of reduced unit cost is almost entirely dependent upon full utilization of the new equipment. The total traffic required to use the proposed vessel to capacity amounts to 120,000 cars yearly, including 69,000 loaded cars, more than double the volumes experienced in 1972.

Such traffic volumes are perhaps available, but very good service/marketing would be required to achieve them even if PC controlled the routing, and it would be at the expense of Potomac Yard traffic, which requires no new investment. Utilization of the Potomac Yard gateway would decline to the extent that traffic is diverted. Moreover, the capital investment required for the vessel alone is estimated to be about $7 million, and the float bridges, support facilities and Delmarva main line are all in poor condition.

[1] H. M. Tiedemann & Co., Inc., did marine consulting work for PC on these vessels.

Therefore, purely on economic considerations, this operation is excluded from the Preliminary System Plan. This assumes the absence of financial support from other sources, such as local interests in the affected states, the Virginia Port Authority, etc. A number of these interested parties are desirous of continuing this operation, but it is not known at the present time to what extent, if any, they may be able or willing to generate financial assistance. Another alternative which has not been studied is the possibility of a solvent carrier, for example, Southern Ry. or RF & P (see Chapter 4), assuming the operation of the car float and the Delmarva Line.

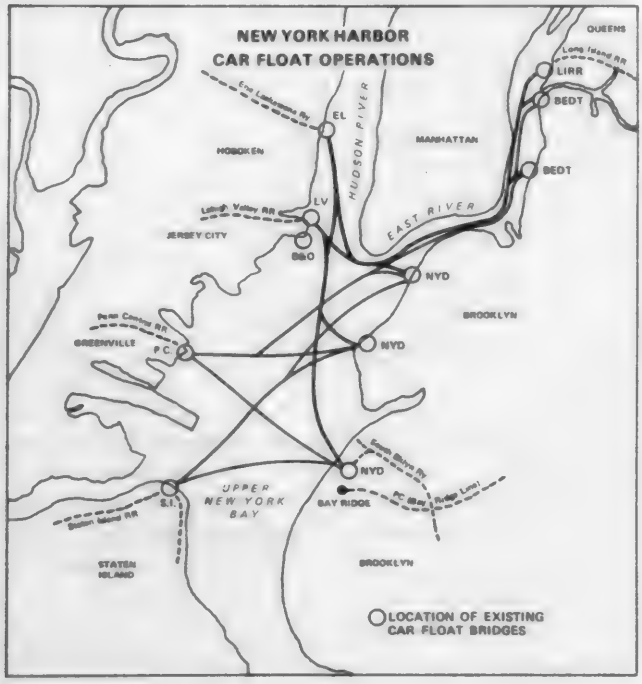
Table 11, which follows, is an expansion of the data contained in Table 10, showing the cost comparison for total movement between selected points. Tables 12 and 13 summarize the origins and destinations of 1973 traffic.

New York Harbor Marine Operations

New York Harbor rail marine operations are unique in that both car float and lighterage service are available from two or more trunk-line rail carriers. These services have differing origin and destination points, depending on the trunk-line carrier and dock railway or consignee-consignor involved. (See Figure 3.)

Car floating involves the movement of rail cars on and off floating barges at float bridge facilities which adjust for tidal variations. The average car float has 2 to 4 tracks with a total capacity of 14–20 forty- and fifty-foot rail cars. Car floating allows rail carriers and waterfront customers without land connections or with circuitous land connections to receive and deliver rail cars.

FIGURE 3



Lighterage service involves the unloading of a freight car's contents and placement of the lading onto an open or covered lighter (barge, scow, stickboat). Lighter deliveries can vary in weight from a few hundred pounds to several tons, and heavy single-unit loads such as tractors, transformers and generators are frequently handled in lighterage service.

Historically, lighterage has been provided for commodities that move at a tariff considered to be at or above fully compensatory levels. Thus, what would normally be termed an accessorial service (in addition to "normal" rail services, such as mechanical protective service) was, in practice, an extension of the line-haul carriage and was probably quite profitable even considering total marine costs incurred.

Before the turn of the century, line-haul rail carriers operated marine equipment in New York Harbor, providing car float and lighterage service for domestic and import-export shipments. During the period 1911–17, after the Pennsylvania Railroad gained control of the New Haven, car-float facilities were enlarged in anticipation of the opening of the Hell Gate Bridge. New Haven freight trains began operating to Bay Ridge after the Hell Gate Bridge was opened, taking advantage of the shorter car float route between the New Haven's Bay Ridge Yard and Pennsylvania terminal at Greenville. As recently as 10 years ago, 8 major trunk-line rail carriers were involved in New York Harbor rail-marine operations.

On January 1, 1969, the New Haven was formally merged into the Penn Central system. This, and the preceding merger of the New York Central and the Pennsylvania, significantly altered the freight routing patterns between New England and areas west of the Hudson River. Prior to these two mergers, movements from other than the New York Central were routed New York Harbor via the interchanges at Campbell Hall or Maybrook and over the Poughkeepsie Bridge. After the mergers, all nondock company routings were via Selkirk Yard near Albany. In 1969, car-float operations at Bay Ridge were closed and the track removed from the Bay Ridge terminal area.

Traditionally, rates to the greater New York area have been equalized. This equalization was predicated on the premise that New York City and the eastern New Jersey shoreline were integral elements of a single economic entity. It is only in the last few years that some large volume bulk commodity rates distinguished between Brooklyn, N.Y., and Jersey City, N.J.

Thirty years ago, a tremendous amount of intramodal rail competition existed. This competitive environment has diminished as mergers and consolidations of carriers have occurred. The merger of the New York Central, Pennsylvania and New Haven Railroads into the Penn Central in 1968 and 1969, and the cessation of marine operations by other rail carriers during the

TABLE 11.—*Comparison of carload cost for total movement, selected movements and alternatives, Penn Central Chesapeake Bay carfloat*

Movement	Present service	Present service (capacity)	Upgraded service (30-car)	Upgraded service (60-car)	All truck	All rail	Total revenue
Marine cost	$120.00	$60.00	$53.00	$51.00	$120.47	$57.29	----
Austinville to Keller	528.60	474.60	466.60	439.60	577.92	524.52	$284
Camex to Salisbury	450.17	396.17	388.17	361.17	419.15	408.15	644
Plymouth to Baltimore	472.87	418.87	410.87	383.87	500.91	361.60	480
Seaford to Charlotte	478.00	424.00	416.00	389.00	345.04	429.29	386
Adel to Salisbury	540.20	486.20	478.20	451.20	314.08	506.32	382
Augusta to Boston	955.80	898.80	890.80	863.80	1,424.44	818.22	1,253
Norfolk to Philadelphia	399.34	345.34	337.34	310.34	243.93	340.06	432
Total	3,921.87	3,444.07	3,388.07	3,199.07	3,825.87	3,283.06	3,791
Average of 7 moves	545.98	492.01	484.01	457.01	546.45	468.30	542

[1] For example: Present service cost of Austinville—Keller equals rail cost ($408.60) plus marine cost ($120) or $528.60.

Source: A. T. Kearney, Inc., *Analysis of Railroad Operated Ferry and Lighterage Operations*, January 1975.

TABLE 12.—*Penn Central Chesapeake Bay car float data by origin state or province, 1973*

Origin state or province	Total carloads	Total tons	Penn Central revenue	Total revenue
Alberta	2	51	$530	$3,097
Alabama	112	3,443	26,622	79,050
Arkansas	11	884	13,808	28,426
British Columbia	12	403	4,545	21,087
California	121	4,874	63,426	229,332
Connecticut	35	1,282	14,445	21,145
Delaware	1,199	41,234	230,752	669,995
Florida	855	48,417	207,787	714,382
Georgia	1,199	30,137	201,705	573,409
Iowa	11	851	3,958	20,004
Idaho	7	207	2,981	11,426
Illinois	601	51,549	385,631	408,640
Indiana	1,396	109,668	705,400	833,708
Kansas	10	245	4,820	11,926
Kentucky	13	480	4,726	9,676
Louisiana	116	4,824	44,465	127,426
Massachusetts	23	1,757	40,765	79,372
Maryland	365	16,612	100,050	261,921
Maine	90	3,263	28,486	80,668
Michigan	151	10,067	81,595	90,602
Minnesota	20	414	7,754	14,001
Missouri	35	754	10,618	19,742
Mississippi	73	2,155	37,984	89,727
Montana	5	231	2,977	12,895
Nebraska	23	486	4,100	18,584
North Carolina	3,398	181,009	997,306	1,891,684
Newfoundland	2	122	2,431	4,104
New Hampshire	7	106	1,471	4,850
New Jersey	403	15,992	132,402	249,920
New Mexico	5	734	6,998	16,350
Nova Scotia	7	270	1,908	8,164
New York	592	12,087	246,390	385,338
Ohio	1,328	94,956	735,779	754,902
Ontario	58	1,861	40,182	60,022
Oregon	54	2,274	22,920	97,950
Pennsylvania	1,065	46,916	972,799	705,023
Prince Edward Island	5	92	1,391	3,928
Quebec	277	15,999	120,321	435,054
Rhode Island	23	556	25,811	28,172
South Carolina	622	20,892	123,530	344,129
Saskatchewan	75	4,299	33,294	99,212
Tennessee	18	614	3,344	9,631
Texas	70	3,624	31,868	120,798
Virginia	5,311	289,604	1,536,297	2,041,051
Vermont	24	526	5,601	10,662
Washington	17	730	7,981	20,658
Wisconsin	24	620	9,781	17,784
West Virginia	26	1,405	9,080	15,456
Wyoming	3	214	250	1,068
Totals	20,007	1,040,052	6,782,045	11,751,182

Source: USRA computer run of Penn Central traffic tapes for 1973.

TABLE 13.—*Penn Central Chesapeake Bay car float data, 1973, by destination state or province*

Destination state or province	Total carloads	Total tons	Penn Central revenue	Total revenue
Alabama	46	1,674	$14,653	$41,746
California	17	492	4,229	32,589
Connecticut	330	13,557	171,988	228,689
District of Columbia	9	122	1,507	2,010
Delaware	1,777	108,806	466,287	1,015,233
Florida	148	13,297	119,595	262,077
Georgia	576	22,306	150,741	437,267
Illinois	90	726	11,387	18,675
Indiana	142	4,971	97,614	124,784
Kentucky	2	16	558	1,719
Louisiana	23	825	7,963	34,947
Massachusetts	221	9,500	103,924	105,270
Maryland	3,383	146,023	723,971	1,764,770
Maine	9	652	2,915	5,523
Michigan	41	1,956	22,555	34,151
Mississippi	8	267	2,771	9,004
North Carolina	1,550	63,102	396,651	1,000,490
New Hampshire	7	427	3,308	5,226
Nova Scotia	1,187	59,077	377,263	585,854
New York	635	29,785	273,778	436,221
Ohio	130	5,144	55,023	88,600
Ontario	9	349	6,474	9,017
Oregon	5	73	915	5,675
Pennsylvania	1,428	65,700	452,286	716,485
Quebec	98	4,721	54,146	73,854
Rhode Island	76	3,748	40,139	59,375
South Carolina	226	8,852	72,871	194,553
Tennessee	113	3,703	24,127	74,652
Texas	27	627	18,243	48,241
Virginia	7,536	465,348	3,102,661	4,146,290
Vermont	2	572	3,275	7,410
Washington	9	280	4,045	20,011
Wisconsin	10	413	2,710	9,016
West Virginia	30	1,209	7,763	30,902
Totals	20,007	1,040,707	6,802,721	11,776,470

Source: USRA computer run of Penn Central traffic tapes for 1973.

preceding years modified the environment to an oligopolistic one.

The growth of intermodal competition in the last two decades has also exerted significant influence on the rail-marine level of competition through the reduction of total tonnage which rail transportation carriers attract. Many goods, especially those lightered, are rail-truck competitive. With lower total transit time and less

variability in transit time, the motor carrier became a more formidable competitor for lighterage traffic.

The level of rail-carrier aggressiveness in marketing mail-marine services can have an impact, either positive or negative, on the traffic volume handled. Many persons have expressed opinions that rail carriers not only do not actively seek this traffic, but in fact actively discourage it. The following railroads still serve New York Harbor:

Penn Central currently operates both car-float and lighterage service from its Greenville terminal near Jersey City, N.J.

Erie Lackwanna has the second largest New York rail-marine operation in terms of volume. This road currently offers both car-float and lighterage service from its New Jersey facilities. It is owned by Dereco, Inc., a wholly owned subsidiary of the Norfolk & Western. (USRA's study excludes detail on EL.)

Lehigh Valley is currently engaged in car-float operation only, having received ICC authority to abandon its lighterage operation in 1970.

Staten Island B&O. Although still in operation, traffic is now minimal.

Present volume of car-float traffic is approximately 50,000 to 55,000 cars per year between the trunk lines and the terminal carriers in Brooklyn—Brooklyn Eastern District Terminal and New York Dock Ry. With one minor exception, these terminal companies have no all-rail access and are therefore dependent upon the car-float service. A small amount of traffic is floated to/from Long Island R.R., i.e., Erie Lackawanna and Lehigh Valley traffic, but not Penn Central. Penn Central floated 20,800 cars and Lehigh Valley floated 14,800 in 1973. In 1974 the Erie Lackawanna floated 18,600 cars. Cost is estimated to average $43 to $60 per car.

PC lighterage traffic for 1973 is estimated at 60,000 to 80,000 tons, with an estimated unit cost of $17 to $22. As seen in Table 14, this traffic has shrunk drastically in recent years. The Erie Lackawanna currently estimates a loss of $28 per ton on lighterage service.

Table 15 shows present railroad-owned marine equipment.

Table 16 shows the traffic carried, revenue divisions in total and per car, and marine cost as a percent of those revenue divisions for the Penn Central and Lehigh Valley in 1973.

The marine costs range from 13 percent to 30 percent of the total average revenue received by the Penn Central and Lehigh Valley. Since the rates applicable to New York Harbor car floating are equalized for the area; that is, the rate to New Jersey is the same as the rate for a car floated to Brooklyn, a carrier that car floats a car to Brooklyn will have only 70 to 87 percent of its revenue division remaining to cover nonmarine costs. If the car had been terminated on the New Jersey shore, the carrier would incur no marine costs. Either the New

TABLE 14.—*New York Harbor rail marine traffic and cost data*

	Cost per unit	Carloads by carriers			Total carloads
		Penn Central	Lehigh Valley	Erie Lackawanna	
Car float:					
1962		*	*	*	670,000
1966	$30.00	*	*	*	371,000
1967		36,000	*	*	*
1973	43–60	20,800	14,800	*	*
		Tonnage by carrier			Total tonnage
Lighterage:					
1961		*	*	*	6,300,000
1962	5.00	*	*	*	*
1965	7.75	*	*	*	*
1968		535,000	*	*	*
1969	11.50	538,000	*	*	*
1970		461,000	*	512,000	1,670,000
1971		139,000	*	*	*
1972		80,000	*	*	*
1973	17–22	75,000	*	*	*

*Information not tabulated in contract study.

Source: A. T. Kearney, Inc., *Analysis of Railroad Operated Ferry and Lighterage Operations*, January 1975.

Jersey land termination is an extremely profitable movement, or the land plus car-float movement is an unprofitable one. All indications point toward the latter being true.

Contract provisions in effect also favor the terminal companies on "free" days, demurrage, rate divisions and responsibility for switching and prompt unloading of floats. A USRA study estimated that marine costs amount to 15–20 percent of total freight revenues.

Figure 4 shows the degree of circuity incurred in reaching Long Island as a result of curtailed floating operations. At present Erie Lackawanna and Lehigh Valley traffic for the Long Island RR is floated via New York Harbor but all PC traffic is moved via Selkirk. This is by far the largest interchange with Long Island. As indicated by the map, traffic to/from the West is not

TABLE 15.—*New York Harbor rail marine equipment, 1963 and 1973*

	Carriers						Total	
	Penn Central		Lehigh Valley		Erie Lackawanna			
	1963	1973	1963	1973	1963	1973	1963	1973
Float bridges	*	1	*	1	*	1	*	4
Tugs	26	3	3	1	15	*	57	4+
Car floats	109	9	14	2	18	*	141	11+
Lighters	327	24	63	*	201	*	590	24+
Total floating	474	36	80	3	334	*	808	39+

*Information not tabulated in contract study.

Source: A. T. Kearney, Inc., *Analysis of Railroad Operated Ferry and Lighterage Operations*, January 1975.

TABLE 16.—*New York Harbor estimated car-float revenues and costs, 1975*

	Carrier		
	Penn Central	Lehigh Valley	Total
Carloads	20,800	14,770	35,570
Tons (000)	923	656	1,579
Revenue division (000)	$6,850	$2,990	$9,840
Revenue per car	$329	$202	$277
Marine costs as a percentage of revenues	13.1–18.2	21.3–29.7	15.5–21.7

Source: A. T. Kearney, Inc., *Analysis of Railroad Operated Ferry and Lighterage Operations*, January 1975.

hampered in any way; however, the degree of circuity for southern traffic is quite extreme. This would be improved considerably if it moved via Maybrook and the Poughkeepsie Bridge. The same would be true, of course, for traffic to/from southern Connecticut and the New York City area.

Abandonment of the float bridges at Greenville is an alternative that has been considered. The all-land route via Selkirk is very circuitous, and there are no land connections to Brooklyn terminals (except Bush Terminal), so much of the traffic would probably be lost without the floating operations. Consolidation of all railroad car-float connections, presumably at Greenville, would permit cost reduction in support facilities and more efficient scheduling and turnaround for the tugs of the terminal companies (which would be improved further if EL were included). If the latter savings were passed along to ConRail via better contract terms from the Brooklyn terminals, then continuing operations of the float bridges might be warranted.

The Preliminary System Plan recommends the abandonment of lighterage service as directly performed by the railroads, with this service provided by numerous commercial firms available in the area. Existing car-float operations are recommended for continuation under contract with the terminal companies on the condition that a more satisfactory contractual arrangement with ConRail can be consummated and all operations concentrated at one location. If this cannot be accomplished, other alternatives must be studied.

Reading Company Delaware River Car Float

The Reading Company maintains a small car-float operation on the Delaware River between Delaware River Pier, near Wilmington, Del., and Carney's Point, N.J., and between Delaware River Pier and Thompson's Point, Gibbstown, N.J. This operation consists of one crew Monday through Friday. The Delaware River Pier—commonly known as Pigeon's Point—is at the extreme end of the Wilmington Branch, which extends from Birdsboro, Pa. The southerly portions of this line below Coatesville, Pa. remains open primarily for the Delaware River traffic. A small amount of Wilmington area traffic is also handled. (See Figure 5.)

Floating equipment consists of a single 1,200 HP diesel tug, known as the *Brandywine*, plus 1 car float of 26-car capacity and 2 smaller floats, each with a 24-car capacity. There is a small 6-track yard and float bridges at Pigeon's Point on the Delaware side of the river, and on the New Jersey side there are bridges at 2 locations: Carney's Point, also known as Deepwater, and Gibbstown, which is also known as Thompson's Point, approximately 10 miles north of Carney's Point. At both these locations the du Pont Corp. has industrial facilities, the sole reason for the floating operation. However, these plants also have all-land access by rail, as they are both located on the PRSL. The principal reason for the car-float operation is to maintain a competitive route into the New Jersey plants for the Reading Company.

Normally, service consists of 2 round trips (Monday through Friday) between Pigeon's Point and Carney's Point and a single round trip between Pigeon's Point and Thompson's Point. A single crew is employed for this operation. Du Pont performs the car handling on the New Jersey side of the river. On occasion a trip is made on Saturday or Sunday, but du Pont pays the entire cost when this is necessary. Traffic for the first 11 months of 1974 averaged 358 cars per month to/from Carney's Point and 75 per month to/from Thompson's Point. These totals add both directions.

Cost data is incomplete but includes the following items:

Tugboat crew	$23,290/month	$158,280/year
Yard crew	1,125/ week	58,500/year

Recently this service was discontinued temporarily due to an accident in which an ocean-going vessel struck the float bridge at Pigeon's Point. While the floating operation was out of service, cars were moved into Thompson's Point and Deepwater via the PRSL.

Since satisfactory service can be provided by less costly all-rail movement, the Preliminary System Plan contemplates discontinuance. The present service is maintained essentially for competitive reasons, which presumably no longer would exist under ConRail.

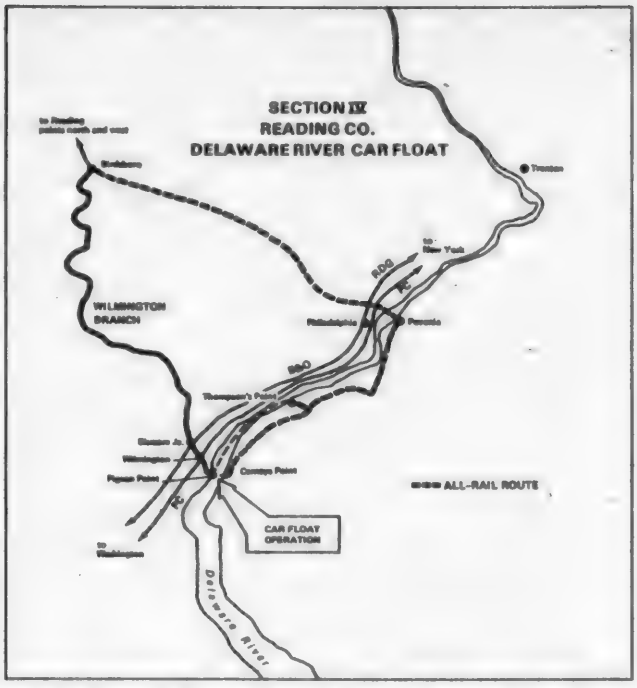
Another consideration is the future of the Wilmington Branch of the Reading Company. This line is in poor condition generally. The Preliminary System Plan proposes the abandonment of this trackage, at least south of Coatesville, with Wilmington area traffic handled by alternate lines; discontinuance of the float operation would simplify the rationalization of Wilmington's traffic.

Mackinac Transportation Company

This company, of which Penn Central is the majority owner (with the Soo Line having a minority interest), operates a car-ferry service between Mackinaw City

FIGURE 4

CIRCUITY OF APPROACH FROM SOUTH
TO LONG ISLAND VIA SELKIRK



and St. Ignace, Mich., across the Mackinac Strait. (See Figure 1.) It connects the Penn Central on the south side of the Strait with the Soo Line at St. Ignace, a distance of 8.7 miles. Switching at each end is handled by the respective railroads. Floating equipment consists of a single ferry known as the *Chief Wawatam*, with a capacity of 21 freight cars. Service is currently operated on a once-per-week basis.

This was once an operation of some importance—in 1951, for example, 34,786 freight cars were handled. Before the opening of the Mackinac Bridge in 1957, ferry service for highway vehicles and passengers was also important. By 1969, traffic had dwindled to 4,118 rail cars for the entire year (the only source of traffic) with an operating ratio of 593.56 percent. In the first 9 months of 1974 only 951 cars were moved (Table 17). The reasons for the decline, in addition to the bridge opening in 1957, include the drastic reduction in industrial activity in the area and solicitation by competing lines for routing via Chicago.

TABLE 17.—*Mackinac Transportation Co. Mackinac Strait car ferry*

Total traffic, since 1970:	*Cars*
1971	3,170
1972	2,036
1973	1,633
1974 (9 mos.) [1]	951

[1] Compared to 1,210 in same period 1973.

Source: ICC Finance Docket No. 26803.

Application for complete abandonment was filed in 1970; to date the case has not been completed. Table 18 is the income statement submitted to the ICC covering 1968 through the first 5 months of 1970. It is not contemplated that this operation will be included in the Final System Plan.

TABLE 18.—*The Mackinac Transportation Co. income statement*

	1968	1969	First 5 months 1970
Operating revenues	$78,215	$70,418	$18,058
Operating expenses	331,654	418,056	302,380
Deficit from operations	(253,439)	(347,638)	(284,322)
Tax accruals	21,821	21,970	10,280
Operating deficit	(275,260)	(369,608)	(294,602)
Non-operating income:			
Contributions from other companies	493,864	564,227	310,968
Total non-operating income	493,864	564,227	310,968
Total income	218,604	194,619	16,366
Other deductions: Miscellaneous rents	181,855	157,325	821
Net income (before depreciation)	36,749	37,294	15,545
Depreciation	36,749	37,294	15,545

Source: ICC Finance Docket No. 26803.

Conclusions

Use of funds provided in the Act to modernize marine operations would prove to be a mistaken reinvigoration of obsolete facilities and equipment since the economic justification for the investment program is marginal at best. It is more efficient to channel the millions of investment dollars required for new vessels toward improved all-rail mainline freight service. Further, the higher traffic density on mainline routes resulting from discontinuance of water operations would lend further support to improvements in roadbed track and signalling, further enhancing service quality.

The Association has therefore concluded, subject to further review and negotiations with interested parties, that car-ferry service on Lake Michigan and the Chesapeake Bay car float should be excluded from the Final System Plan, on the basis of economic factors. The costs of these marine operations exceed the cost of available all-rail alternatives. Continuation of marine operations would require investment of approximately $25 million in new boats, plus additional expenditure for rehabilitation of support facilities.

Although estimated carload costs via new vessels could be improved significantly, all-rail costs for comparable movements by land show an even greater potential for cost reduction. A new large-capacity vessel for the Chesapeake Bay float could be theoretically as economical as all-rail services if the traffic is more than doubled, but it is more than likely that any increase in traffic via the car-ferry route would be in large part at the expense of all-rail routings.

The decision to exclude the Lake Michigan and Chesapeake Bay marine links from the Final System Plan is also based on the fact that all-rail land movements are considerably more energy-efficient, that sig-

nificant future productivity gains would not be attainable using the marine services and that marine costs are more susceptible to fuel and labor cost inflation.

The New York Harbor marine operations of the Penn Central and Lehigh Valley also should be excluded from the Final System Plan because alternative car-float and lighterage services are offered by two Brooklyn terminal companies. Use of the Penn Central's tunnel under the Hudson and East Rivers by freight trains is not feasible for technical reasons. Neither Penn Central nor Lehigh Valley can effectively use even minimal marine equipment and facilities since rail-handled traffic has dropped sharply and most marine expenses must be absorbed by the railroads' regular tariff, whereas commercial firms could perform break-bulk handling or small-scale car floating if the fee were compensatory. Thus, the movement of car-float traffic might be continued, although not by ConRail.

The Reading marine operations on the Delaware River should be discontinued, since the present function of preserving competition would no longer be needed and the small volume of traffic could be absorbed in all-rail movement with only minimal additional expense. The Mackinac Transportation Co.'s service on Lake Michigan would be excluded from the Final System Plan because its traffic has dwindled almost to the vanishing point. Abandonment has been in litigation.

The possibility that the Chesapeake Bay car-float operation could be taken over by a solvent carrier, such as Southern or Richmond, Fredericksburg and Potomac (see Chapter 4) in the course of extending its operations into the Wilmington area, has not been fully assessed, since the implications are much broader than disposition of the marine operation and its contiguous rail link on the Delmarva Peninsula.

USRA has concluded that the marine operations should be treated in the same manner as services on light density lines: First, it is assumed that subsidy funds provided under the Act would be available for marine operations under the 70–30 federal-state sharing formula. Second, it is assumed that the capital costs of new or rehabilitated float equipment would fall under the provisions of Section 403 of Title IV, as in the case of light density line rehabilitation, and would not become a cost to ConRail.

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Appendixes J and K
Community Impact Report
and
Local Service Line-by-Line Analysis

APPENDIX J

Community Impacts of Rail Service Abandonment

This appendix briefly recapitulates the major features of a report prepared in December 1974 for the United States Railway Association entitled *Community Impacts of Abandonment of Railroad Service*. Substantiation of the assertions made in this summary can be found in the underlying report.

This report was prepared for the Association under a contract with the Public Interest Economics Center (PIE–C) which is responsible for the validity of the facts, the accuracy of the data and the soundness of the conclusions presented. The report is only one of a number of sources of information and comments available to the Association on this subject; consequently, it does not necessarily represent the views, policy, nor final conclusions of the Association. This analysis was prepared independently of the light-density line recommendations of the USRA.

The Problem

Under the Regional Rail Reorganization Act of 1973, the United States Railroad Association (USRA) has responsibility for developing a preliminary and then a final plan for the rail system to be operated by ConRail throughout the Northeastern quadrant of the United States. In pursuing that broad mandate USRA is specifically charged with responsibility for analyzing the consequences to individual communities of the loss of railroad service.

The problem of identifying community impacts is predominantly an economic one. The discontinuance of rail service deprives a community of an economic asset, an asset that is complementary to the existing stock of labor, land and capital facilities and equipment. It is tracing and measuring the consequence of this change in the production possibilities that comprise the essential problem.

There are both efficiency and equity dimensions to the problem. Reduction in the availability of transportation services typically will decrease the efficiency with which the economies of the affected communities can operate. At the same time, the costs associated with adjusting to the absence of rail service will be distributed unevenly among members of each community, and between those communities and the rest of the economy and society.

In broad terms, the objective of the PIE–C study is to facilitate USRA's performing its required tasks of preparing a Preliminary and Final System Plan for the ConRail system.

Specifically, PIE–C has developed a community impact model that can be utilized in two different ways. First, utilizing data available at the national level (e.g.,

county data obtained from the Bureau of the Census, national input-output coefficients, carload data provided by ICC or DOT, etc.), the model should be useful to USRA in preparing its Preliminary System Plan. Second, with the addition of data from local sources, the model can be used to assess local and community impacts more accurately and thus can provide for any, more refined analysis needed by USRA in its preparation of the Final System Plan.

Finally, since it is desirable that USRA, in preparing the Final Plan, be able to incorporate information provided by the individuals and firms in local communities potentially affected by proposed abandonments, PIE–C has prepared a form for the collection of the information needed to revise the initial estimates. The form will permit ready inclusion of the locally generated data into the general model to obtain objective and more specific assessments of community impacts. To complete the development and to test the required form, PIE–C made field tests and gathered local data in western Pennsylvania and on the Delmarva Peninsula.

Overview

Before proceeding to the introductory discussion of the PIE–C method, it seems appropriate to provide an overview of the nature of the impact of rail abandonment.

Abandonment of service will have direct economic effects in a community, impinging on the level of output, employment, wages and their rate of increase, the returns to capital and the returns to land with consequent impacts on capital values, and the market for local supplies and materials. These effects will flow into the local economy through the plants that use—or potentially would use—the rail service. The magnitude of the effects will depend upon how the increase in transportation cost affects the profit position of the using plants and upon how their managements move to minimize the adverse effects. The magnitude of the threat will depend upon:

- The relative importance of transportation costs in total costs;
- The availability of other modes of transportation;
- Their substitutability for rail service;
- The relative costs of using rail versus using other modes;
- The possibility of passing cost increases forward through price increases, which in turn depends largely on;
  - —whether the plant's output is sold in a competitive national market, or the somewhat monopolistic local market; and
  - —whether competing plants are experiencing comparable increases in costs;
- The possibility of passing the cost increase backward to suppliers, which in turn depends on:
  - —whether nonlabor inputs are purchased in competitive or in monopsonistic markets;
  - —whether labor has good employment alternatives;
  - —whether labor is strongly unionized;
  - —whether competitors are facing comparable cost increases.

All these factors will vary from community to community and most of them will vary between plants in the same community.

The key fact in this causal linkage is that the effects of abandonment on a community flow through the individual rail-using plant and through changes in its prices, output, employment and in its demand for labor and other factors of production, including locally purchased materials. Hence the model focuses on the reaction of the individual plant or firm to abandonment.

Abandonment of rail service can lead to the closing of plants or it can lead to a reduction of profits and/or output of surviving plants.

For a plant to survive the increased transportation costs resulting from rail abandonment, at least one of two conditions should hold:

- Factors employed in that plant have been receiving economic rents, i.e., they are being paid more than they could earn elsewhere;
- The increased costs in adjusting from rail to alternative modes of transportation are small relative to total cost.

There is reason to believe that for the vast majority of the plants potentially affected by abandonment, at least the second condition holds. This was found to be the case in PIE–C's study of abandonments in Maryland [1] and is suggested by studies done by and for EPA in the analogous case of determining the effect of pollution abatement costs on firms and industries.[2]

In the case of railroad abandonments, there is an additional *a priori* reason to expect that the impacts on individual firms and communities will be small. In simple terms, wherever the railroad is important to the community, the community is likely to be important to the railroad, and it is likely to be economical for the railroad to continue serving it. This is true, of course, without regard to whether the railroad is operated for profit or as a nationalized institution.

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[1] Public Interest Economics Center, *Railroad Abandonments in Maryland*, Final Report (Washington, D.C.: prepared for the Governors Steering Committee on Railroad Abandonments, 1973).

[2] Allen v. Kneese, S. E. Rolfe and J. W. Harned, *Managing the Environment* (New York: Prager, 1971); U.S. Environmental Protection Agency, *The Economics of Clean Water* (Washington, D.C.: Government Printing Office, 1973); Anthony Yezer and Amy Philipson, *Influence of Environmental Considerations on Agricultural and Industrial Decisions to Locate Outside of the Continental United States* (Washington, D.C.: prepared by the Public Interest Economics Center for the Council on Environmental Quality, 1974).

More specifically, if a plant generates or receives a substantial volume of rail traffic relative to its total costs or sales, and if alternative modes of transportation are not readily available at little increase in cost, the loss of rail service to that plant would be highly disadvantageous. Hence, the firm could afford a relatively large increase in its outlay for rail service rather than to forego it, except in the event that the plant were already marginal.

Of course, if a plant is small, the fact that rail service is important to it does not mean that its traffic is important to the railroad; however, in many instances, where a plant is small it is not very important to its community either. Thus, simply on logical grounds one can say that rail abandonment can be expected to have important impact on a community only where the following conditions are fulfilled simultaneously:

- The employment and payroll, or output for the local market, of the affected plants is substantial relative to the economy of the community,
- A significant portion of the costs of operation of those plants are the costs of rail transport (inbound or outbound) and
- Alternative modes of transportation are not available without substantial increases in the plants' costs.

As is developed below, these are sufficient but not necessary conditions. How many communities there are where these conditions are fulfilled *and* where, nevertheless, there is so little rail traffic as to make the rail lines that serve them candidates for abandonment is an empirical question, the question addressed in the study reported here. The analysis does, in fact, show that for the vast majority of the counties affected by the potential abandonments studied, the economic effect of abandonment is extremely small.

It is still possible that where a community would not suffer significantly in economic terms from rail abandonment it would suffer excessive social costs, through, for example, environmental impact. For many reasons closely related to those alluded to above, little expected environmental impact was found.

The basic source of county data used in this study was the Census Bureau's County Business Pattern data. A secondary source was the PCTC tape.

Method and Approach

General

As has been indicated already, the main portion of the study consisted of estimating the economic impacts of the discontinuance of rail service: Secondary analyses focus on the energy and environmental impacts.

The approach and method used in the main portion of the study are fully described. In this summary, it is intended only to identify the salient features of the method and to identify and discuss some of its theoretical problems and assumptions.

The basic requirement of a sound and practical study is to find a means of cutting through the complex and detailed problems in a way that will provide a product of maximum utility to the USRA staff. In the main portion of the study, a model was developed and applied that estimates local impacts on a number of key economic variables, including wages, nonproperty income and local gross product.

There is no way that estimates of these values can be made with precision in a general study without exorbitant expenditures of time and resources. PIE–C attempted only to obtain good first cuts and to develop a method of refining those initial estimates where results indicate that doing so would be of value in determining the appropriateness of retaining a rail segment in the ConRail system, providing it with a service continuation subsidy, or abandoning it.

In light of the fact that, for the reasons outlined in the preceding section, the economic impacts on individual communities can be expected on *a priori* grounds to be small, the model and the data have been structured and selected, wherever there was a choice, to produce high rather than low estimates of the economic consequences of abandonment. By doing this, PIE–C hoped that results are adequate to identify all those counties in which there is any substantial chance that serious consequences would follow from abandoning the lines currently under consideration for exclusion from the ConRail system.

Scope and Data

The areas reviewed were identified as those served by the lines in the DOT report,[3] supplemented by additional information received from applying the Penn Central Transportation Company (PCTC) tape.[4] From these sources were identified a total of 510 counties that have been analyzed in this report. For several reasons there is no assurance that this covers all the counties potentially affected.

First, the counties were identified by comparing the maps in the DOT report with state maps showing county lines, an imprecise process. Second, since the date of that report other lines have been added and some deleted from the list of candidate counties; PIE–C does not include Virginia counties in the summaries because that state is little involved and because of the peculiar statistical treatment of counties and independent cities; a small number of counties was omitted inadvertently.

Community has been defined to mean county and the analysis is designed to estimate impact on individual counties. The fact that systematic data are not avail-

[3] Secretary of Transportation, *Rail Service in the Midwest and Northeast Region*, Volume II, Part 1 and Volume II, Part 2 (Washington, D.C.: Department of Transportation, 1974).

[4] Department of Commerce, *Penn Central Selected Branch Line Freight Traffic Data* (Washington, D.C.: Department of Commerce, 1974).

able below the county level dictated that no effort be made to work at the level of individual localities. Had this been feasible, analysis by locality would have permitted more accurate, more precisely relevant and less biased analysis.

There is no justification for cumulating county effects to the state or regional level. The communities along an abandoned rail line are put at a competitive disadvantage relative to other communities. Reductions in production, employment, incomes and capital values experienced in those communities will be offset in large part and, presumably, will be more than offset by increases in economic activity and values elsewhere.

These improvements are likely to be realized in nearby counties and certainly largely within the Con-Rail area. The presumption that economic activity will expand elsewhere derives from the fact that the Con-Rail system should be more efficient than the present one. Hence, to predict that the consolidation of rail service, if it is done economically, would have total economic impact in a state or in a region equal to the sum of the losses estimated for the affected counties would be totally erroneous. Aggregation by line might be instructive in a general way, but even this would produce an overestimate of effects, especially if other rail service were available in any of the counties involved.

The Nature of Impacts

The outputs of our analysis are as shown in Tables 1–7, following. There were some theoretical problems in identifying the significant outputs. They derive from the question: What is a community? Is a community an area of land or is it the people who live there? The answers imply very different economic impacts.

If one considers that the community is the people who live there, the economic cost of abandonment is the loss of real income to the present residents of the communities, or more precisely individuals who buy in and sell their labor and other factor services in the community. Obviously, in most cases this set includes many residents of the community but is not congruent with the set of residents. PIE–C still refers to the set analyzed as "residents."

The loss in residents' real income has two components: the reduction in purchasing power brought about by higher prices the rail-using firms charge for their products in the local market, and the loss in income received as a result of having to accept employment of labor, capital or materials elsewhere, or suffering involuntary employment. The loss in income as a result of having to accept employment elsewhere should include, for workers, the loss of income during any period of (transitional) unemployment, the economic value (negative) of any disadvantages of the new versus the previous job, the full cost of moving or of a longer trip to work, as well as any decrease in money wages.

It is critically important that in no case is the loss of real income to residents greater than the total increase in the cost of production, i.e., the total increase in the transportation cost. Consequently, the increase in the transportation cost of the preabandonment level of output is an upper bound estimate of the economic impact of abandonment on the community—when the community is defined as people working, selling other factor services, and buying in that community.[5]

If one defines community geographically one gets, logically, very different results. With that definition one would be interested in estimating the loss of factor income produced in the community. This is the sum of the reductions in wages and other factor income paid by all directly affected plants, increased by an appropriate multiplier.

The loss in factor income generated will, in most cases, equal or exceed the loss in real income of community residents. Where product demand is elastic—the amount demanded is highly sensitive to price—as would be true for plants selling in regional or national markets, and where supply has any price elasticity, the reduction in factor income is more than the increase in transportation cost. The more price-elastic is factor supply, the greater is the reduction of output and, hence, the greater the loss in factor income generated by the plant. The less elastic the demand, the less the decrease in output and in factor incomes generated by the plant, because consumers absorb more of the burden.

Except where demand for the product is highly inelastic—where customers buy nearly a constant quantity regardless of moderate price changes—the loss in factor income generated is greater than the increase in transportation cost. Hence, in all cases where product demand is moderately elastic, an estimate of the reduction in factor income generated will, itself, be an overestimate of the loss of real income to residents of the community.

Future Costs

It might appear at first that it would be important to estimate how the abandonment of rail service would affect future development potential of communities. One might, for example, consider analyzing county economic potential or existing development plans.

Second, for example, loss of development potential in one locality implies, all else being equal, that development opportunities elsewhere, especially nearby, are enhanced. Rail service is essentially a complement to land and its removal from a particular area is to a degree analogous to decreasing the effective supply of land and, hence, increasing the value of the remaining stock of it.

[5] A demonstration of this proposition is provided in the report. Here, it may be adequate to point out the intuitively appealing fact that if loss of real income were to exceed the increase in transportation cost, it would be economically sound for members of the community to pay more than the increase in cost in order to keep the affected firms operating.

There would be extreme data difficulties in attempting to estimate the future developmental impacts of abandonment of service. At the national level, data are totally unavailable; even at the local level, the usefulness of future plans is at best questionable.

The capitalized value of the reduction in property-type income provides an estimate of the loss of future income from present economic activities. Hence, although it takes no account of new future developments foreclosed, it does reflect the future costs of discontinuing or curtailing current production.

Limitations of the Study

There are a number of things that this study does not do and is not intended to do. As has already been indicated, this study is not designed to produce precise results. It is intended only to develop general guides as to the nature of the local impact of discontinuance of rail service.

It makes no recommendation as to whether the lines that are potentially excess should or should not be abandoned. It attempts to strike no balance between the gains and losses deriving from curtailing and consolidating the rail network in the Northeast. The study is confined to examining only the local economic (including energy) and environmental impacts of discontinuance of service. It says nothing about the additional effects of abandonment of rights-of-way.

The bulk of the study is based upon national-level data. The data contains much that is relevant and useful, but the data are incomplete. There are many counties in the sample for which there is no indication that particular industries employ identified numbers of workers or pay out specific dollar amounts in wages (the basic county inputs). For many industries the various factors needed to relate local payrolls and employment to changes in transportation costs and, hence, to changes in incomes and capital values are only crudely approximated. There were many problems of consistency between sets of data. The consequences are uneven accuracy in the results with some errors distributed in random fashion.

There are a number of areas left aside. PIE-C did not treat at all the effects of abandonment of rail passenger service. Most of the candidates for abandonment provide no passenger service and for them to do so would be grossly inefficient in both economic and environmental terms and probably would involve considerable distributive inequities. No attempt was made to estimate the effects on the local tax base or on state or federal budgets through unemployment compensation or assistance programs.

The logic underlying this omission is that increases in unemployment along abandoned lines will be largely offset, and possibly more than offset, by increases in employment elsewhere, unless there are changes in macro policies. If there were such changes in macro policy, it is to them, not to abandonment, that such indirect impacts should be attributed. The estimated capitalized decline in the nonlabor income provides an implicit estimate of declines in local tax bases.

The study, like any empirical effort, is confined to the data available for analysis. One consequence of using 1972 data (the date of most of the basic information) is that no account can be taken of the effects of recent changes in rail traffic. However, basic local inputs are the employment and payroll data provided in the *County Business Patterns* tapes. Hence, only to the extent that the economic activities in the affected counties have expanded beyond the 1972 level is there a significant understatement of results in most cases. PIE-C made no specific correction for this; there is an implicit correction in the outputs where a multiplier has been applied. PIE-C used a multiplier of 1.9, whereas 1.3–1.5 would probably be a more accurate factor.

Owners of real estate in the affected communities, and their creditors, stand to bear a disproportionate share of the burden of abandonment, because land is a totally immobile factor of production. The output, "capitalized change in nonlabor income," provides an estimate of the reduction in property values. As an estimate of changes in real estate values, it tends to be biased upward by virtue of the fact that it includes income on capital goods in addition to real estate; it may also understate such reduction in value, for the reasons stated above, we make no estimate of the reduction in real estate values associated with foreclosed future development.

Some industries are left aside because, by the nature of the economic activity involved, they do not make significant direct use of rail transportation and. hence, would not be directly affected by rail abandonment.

The industries excluded for this reason are:

- Fisheries (SIC 09)
- Transportation and other public utilities (SIC 41–49) except electric and gas utilities (SIC 491, 492, 493)
- Service industries except wholesale and retail trade
- Financial services (SIC 6...)
- Personal business, repair and hotel services as well as motion pictures and amusement (SIC 7...)
- Medical and legal services (SIC 8...)

In addition, ordinance was omitted because PIE-C found it impossible to perform the necessary crosswalk between the 1972 and 1967 SIC codes.

There are a number of additional omissions and assumptions. In computing the costs of alternative transportation for the industries in each county, PIE-C used common-carrier truck as the only alternative whose costs should be estimated at all. This leaves out the pos-

sibilities of private carriage which would be available to some larger shippers. It also leaves out a great array of truck alternatives that would be possible in the event that truck regulation should be rationalized in the near future.

Perhaps the most important omission is, however, the use of trailer-on-flat-car (TOFC) and container-on-flat-car (COFC). Even for small shippers (or consignees), whose traffic moves over long distances, this is a potentially less costly method of shipment than pure truck transportation. In light of the fact that it is the estimated increase in transportation costs that both drives the model in predicting impact and sets an upper bound on the loss of real income of local residents, this is potentially a major source of bias in the results. Such service was left aside because there was no direct way of estimating the cost difference that would result if there were a large shift to these alternatives.

The method of computing the ratio of costs of transportation by motor carrier to rail leaves much to be desired, and apparently introduces downward bias in our results. The only data PIE-C was able to find that were adequately disaggregated by commodity or industry was rail and motor carrier revenue per ton. Since rail hauls are, on the average, longer than are motor common-carrier hauls, the ratio of motor carrier to rail revenues per ton understates the expected increase in transportation costs per unit of output. The impact of this downward bias is reduced by virtue of the fact that, with one exception, we used a ratio of 1.2 as the minimum relative increase in costs associated with abandonment; this value is based on comparisons of ton-mile costs. The exception is livestock production, where we obtained an apparently reliable estimate of 1.08.

A major assumption, made necessary by the form of the available data, is that if a county loses any rail service all plants in the county, whether they actually use rail or not, suffer an increase in transportation cost and consequent reductions in output and factor earnings.

The calculation proceeds in effect in two steps. Each industry in a county is treated initially as if all plants in it used the national average rail service for inbound and outbound movements. Then the results of these calculations are reduced by a factor (obtained by zone from the DOT report) that reflects the percent of rail traffic in the zone currently handled by the potentially excess lines. This appears to lead to an overstatement of impacts that is relatively most important where expected impacts are least.

Our treatment of agricultural production (SIC 01 and 02) also tends to produce some overestimation of the impact of rail abandonment on local income. PIE-C estimates the change in the outbound transportation cost for crops and livestock on the basis of commodities, not industries. Consequently, changes in income attributed to agricultural production may double count changes in income attributed to agricultural service establishments and food processors. This is particularly important in several counties in Maryland where the calculated impacts are very large.

Finally, the change in value added generated locally and, hence, in the incomes paid to labor, capital and the income of local suppliers of materials tends to overstate the decline in real income of residents in the county for the reasons developed above.

In light of the assumptions and data characteristics described in this section, there is good *a priori* reason to believe that the results constitute large overstatements of loss or value added, employment, factor income of local suppliers and, hence, in the capitalized value of nonlabor income. Even the estimate of loss in real income is probably an overestimate.

Results

In this section, PIE–C presents and discusses the form of the outputs of the computer models, the quantitative results of applying the aggregate model, the results of the field survey and a comparison of the calculations based on the field survey data with the computations based on the national-level data, the conclusions as to the effect of abandonment on energy consumption and the environment.

Outputs of the Aggregate Model

Table 1 reproduces the printout for a single county, for purposes of illustration. The entire printout has been made available to USRA and is on file at the Public Interest Economics Center.

The various portions of the printout have the meanings described below. Working across the first row of information is the county name, the "code" which is the county identifier, "P—E" which is a program identifier, the calculated duration of unemployment in the county in weeks, a "factor" which represents the fraction of carloads handled by the potentially excess lines to total carloads in the zone in which the county is located, and the annualized mean wage rate based on CBP data.

TABLE 1.—*Typical county printout*

Name	Code	P-E	Un-Dur	Factor	Wage rate
Belknap	[illegible]	0	8.9	0.490	8474.03

Industry: Direct impact	Employment	Payroll	Value added	Nonlabor income
Initial	[illegible]	2,2296.70	4,5477.84	2,3181.27
Change	—35.27	—259.46	—410.72	—151.26
Percent change	—1.01	—1.16	—0.90	—0.65

Unemployment transition cost	—28.90
Local purchases	—84.80
Capitalized change in nonlabor income	—1,260.49

Multiplier estimate:	
Value added	−780.36
Total income	−846.47
Agriculture:	
Income change	−31.11
Multiplier estimate	−59.10
County impact:	
Employment (%)	−0.21
Income (%)	−0.61
Change in transportation cost	225.77
(Percent income)	0.13

The second block of rows shows initial values, absolute, and percentage change in employment, payroll, value added and nonlabor income in the nonagricultural firms presumed to be affected by rail abandonment. In each case, the aggregate employment, payroll and so forth of each of the industries covered is reduced by the "factor" to reflect the general importance of the potentially excess lines to total rail service in each county. All dollar figures are in thousands.

Unemployment transition cost is equal to the absolute change in employment times the duration of unemployment times the weekly wage rate. "Local purchase" is the predicted absolute change in local purchases, which for food processing industries is equal to 0.9 times the difference between sales and value added and which for other industries is zero. The capitalized change in nonlabor income is the absolute change in that value capitalized at a rate of 12 percent. A multiplier of 1.9 was used to expand the absolute changes in industrial value added and income generated. "Total income" is equal to the absolute change in value added plus that in local purchases multiplied by 1.9.

There is no way of predicting the change in agricultural employment resulting from an increase in transportation cost; consequently, PIE-C shows only the change in agricultural income, the direct change and that change expanded by the multiplier.

The county impact ratios are the most significant outputs. They show three key results normalized to reflect the size of the local economies in each county. The county impact on employment is the absolute change in employment in industry divided by total employment in the county. The county impact on incomes is the sum of the absolute change in industrial and in agricultural income, each expanded by the multiplier, and the sum divided by total personal income. "Total personal income" is county income, except where the county is part of a Standard Metropolitan Statistical Area (SMSA), there the SMSA income is used as the denominator. This was necessary because in those instances no income totals by county were available. To the extent that it is the SMSA rather than the county that is the relevant labor market, the distortions introduced in this way are probably not substantial. Finally, the change in transportation cost in absolute terms and as a fraction of total personal income are shown. Because the increase in transportation cost is an overstatement of the losses in real incomes of the community defined as the residents of the county, this is an important ratio.

From the PCTC tape it was possible to compute for each of the counties served only by PCTC the cost of rail transportation for traffic originating and terminating on lines considered in the DOT report to be potentially excess, and also the total costs of originated and terminated traffic. These values were normalized by dividing by county personal income and payrolls as obtained from the CBP data. This provides only a very crude indicator of the importance of PCTC service to the affected counties.

Results of the Aggregate Computations

The most impressive fact about the results of the calculations is that, relative to the economies of the affected counties, the impacts of the abandonment of rail service are extremely small. Some of the predicted changes are substantial in absolute terms, ranging occasionally into hundreds of workers who might be displaced, and up to tens of millions of dollars of income potentially lost. However, not only are these estimates biased upward for the reasons explained above, but also, absolute numbers are not very good indicators, for public policy purposes, of the significance of abandonments. Further, the size of the impacts is correlated with the size of the county economies. Consequently, when the changes are normalized to reflect the amount of economic activity in each county, the vast majority of the impacts is found to be small.

Tables 2, 3 and 4 show the frequency distributions by state, and for all states, of the percent changes in county employment and money income generated and real income of residents (as reflected in changes in transportation cost) as a percent of personal incomes. Tables 5 and 6 show the frequency distributions of

TABLE 2.—*Percentage change in industrial employment: Frequency distribution of counties*

ST	#	0–0.15	>.15–0.5	>.5–0.75	>.75–1.0	>1–1.5	>1.5–2	>2
ME	2	1		1				
NH	8	3	2	1		2		
VT	11	6	5					
MA	14	8	4	2				
RI	2	1	1					
CT	7	4	3					
NY[1]	*52	28	18	5	1			
NJ	20	18	2					
PA	43	27	13	1	1		1	
OH	80	51	24	4		1		
IN[1]	*75	50	18	1	3	2		1
IL	49	46	3					
MI	55	32	16	4	1	2		
DE	3	2	1					
MD	17	9		1	1	1	2	3
WV	13	13						
Σ	451	299	110	20	7	8	3	4

[1] County data was incomplete in 1 county in New York and 1 county in Indiana.

NOTE: The state of Virginia is left out of this table because of the dispersed nature of the few penetrations of that state by potentially excess lines.

absolute changes in industrial employment and in total income, expanded by the multiplier of 1.9.

Tables 2, 3 and 4 show that in the vast majority of the counties none of the impacts exceeded 0.5 percent of employment or income. In only 32 counties do any changes exceed 2 percent. In only 15 does the expected decrease in local employment exceed 1 percent of the labor force. In 91 counties the decrease in income generated exceeds 1 percent of personal income in the county or its associated metropolitan area; in only 15 counties is the reduction in real income of residents computed to exceed 1 percent of such personal income.

Examination of Tables 5 and 6 shows that, even in absolute terms, most of the impacts at the county level are small. In 77 percent of the cases the predicted displacement of workers fell below 100 and only in 12 percent of the counties did it exceed 200. The distribution of maximum income effects is similarly skewed to the lower end of the scale.

TABLE 3.—*Percentage change in income generated: Frequency distribution of counties*

ST	#	0-0.15	>.15-0.5	>.5-0.75	>.75-1.0	>1-1.5	>1.5-2	>2
ME	2		1				1	
NH	8	1	3	1			1	2
VT	11		5	2	3	1		
MA	14	9		1	2		1	1
RI	2	1	1					
CT	7	3	3		1			
NY	53	23	8	6	2	7	5	2
NJ	20	16	2	2				
PA	43	18	8	8	3	3	1	2
OH	80	35	15	9	8	7	4	2
IN	*75	30	16	8	3	6	3	9
IL	49	7	9	10	6	12	2	3
MI	55	22	15	6	4	4	1	3
DE	3	1			2			
MD [1]	*16	5	2	1				8
WV	13	11	2					
Σ	451	182	90	54	34	40	19	32

[1] County data was incomplete in 1 county in Maryland, and 1 county in Indiana.

NOTE: The state of Virginia is left out of this table because of the dispersed nature of the few penetrations of that state by potentially excess lines.

TABLE 4.—*Ratio of reduction in real income to total personal income (in percent): Frequency distribution of counties*

ST	#	0-0.15	>.15-0.5	>.5-0.75	>.75-1.0	>1-1.5	>1.5-2	>2
ME	2	1	1					
NH	8	5	1	1	1			
VT	11	7	4					
MA	14	10	4					
RI	2	2						
CT	7	7						
NY	53	37	16					
NJ	20	19	1					
PA	43	33	9		1			
OH	80	54	24	1	1			1
IN	76	48	16	8		4		
IL	49	13	22	10	4			
MI	55	38	15			2		
DE	3	2	1					
MD [1]	*16	8	0	0	0	4	1	3
WV	13	13						
Σ	452	297	114	20	7	10	1	3

[1] County data was incomplete in 1 county in Maryland.

NOTE: The state of Virginia is left out of this table because of the dispersed nature of the few penetrations of that state by potentially excess lines.

TABLE 5.—*Absolute change in employment: Frequency distribution of counties*

ST	#	0-1	>1-20	>20-50	>50-100	>100-200	>200-300	>300
ME	2					2		
NH	8			3	1	3		1
VT	11	1	4	4	2			
MA	14	2	1		1	4	1	5
RI	2		1					1
CT	7		1	2	1			3
NY	53	1	13	13	6	9	6	5
NJ	20	1	6	3	2	6	1	1
PA	43	2	10	11	7	6	6	1
OH	80	3	30	13	13	6	1	5
IN	76	17	31	10	8	5	1	4
IL	49	17	24	3	2	3		
MI	55	7	19	10	7	5	5	2
DE	3				3			
MD	17		4	4	3	2	1	3
WV	13	3	8	2				
Σ	453	54	161	78	56	51	22	31

NOTE: The state of Virginia is left out of this table because of the dispersed nature of the few penetrations of that state by potentially excess lines.

TABLE 6.—*Absolute change in generated income ($000) frequency distribution of counties*

ST	#	0-100	>100-500	>500-1,000	>1K-3K	>3K-6K	>6K-10K	>10K
ME	2				1	1		
NH	8			3	2	2	1	
VT	11	1	3	2	5			
MA	14	2	1		1	4		6
RI	2		1					1
CT	7		1	1	2			3
NY	53	3	3	6	20	5	4	7
NJ	20	2	3	2	5	6	1	1
PA	43	3	3	3	14	3	7	
OH	80	6	26	13	16	11	1	7
IN	76	10	24	16	12	7	2	5
IL	49	3	20	11	11		2	2
MI	55	7	16	5	13	7	1	6
DE	3				1	2		
MD	17	1	3		6	3	2	2
WV	13	5	6	1	1			
Σ	453	43	120	63	110	56	21	40

NOTE: The state of Virginia is left out of this table because of the dispersed nature of the few penetrations of that state by potentially excess lines.

Significance of Results of the Field Survey

PIE–C undertook field surveys in western Pennsylvania and in the Delmarva Peninsula. The purposes of the field studies were to determine whether it would be practical for USRA to gather data locally for refinement of the application of the aggregate model by exploiting data accumulated locally, to develop a format for doing so, to test and calibrate very roughly

the results of applying the national data to local situations, to prepare local case studies, and to identify any peculiarities of rail abandonment in areas where coal is being produced.

The field surveys were successful in accomplishing all but the last of these purposes. So far as PIE–C could ascertain, the counties surveyed in western Pennsylvania include no potentially excess lines serving any coal operators. This, of course, suggests that lines serving substantial coal producers are not likely to be considered potentially excess.

PIE-C did develop a questionnaire that has been tested in the field and found to be suitable for distribution to local authorities. By the same token, PIE–C concluded that gathering such data is practical and is potentially useful to USRA. Finally, the data collected in four of the counties surveyed cast some light on the utility of the model when calculated with national versus local data.

In general, the results for the local data look very much like those obtained with national information. In all four cases, the use of the national-level data yielded estimates of change in industrial employment, payroll and value added that were generally substantially greater than those derived from the local data. More important, the impact of abandonment was assessed to be very small in these counties by both procedures; the discrepancies were only in the range of smalls. Although a sample of four counties is too small to provide much confidence for drawing major conclusions, the analysis offers the attractive possibility that where the impact of abandonment is likely to be more important, the national model estimates impact more accurately than it does where the impact is expected to be less significant. In one instance, local data permitted an estimate of local input purchases of some importance that were not captured by the national-level data.

In general the differences in results can be explained by two factors: 1) differences in industrial mix; 2) variations in production process characteristics. In the aggregate model, as explained above, it is assumed that the impact of abandonment is spread proportionally over all firms in the county.

The local data were, however, collected only from firms believed to be actually using the lines proposed for abandonment, which in all counties showed a different overall composition from county industry as a whole. In those counties where the firms on the lines to be abandoned represented a larger share of the county total, the impact of this factor declined significantly. The aggregate model, of course, was based on national production characteristics. The "local" model, on the other hand, incorporated important elements of the individual firm's production characteristics.

In general, then, a comparison of the results using the local and national data lends confidence to the estimates generated by the aggregate model.

Energy and Environment

One of the purposes of the study is to determine the potential effects of abandonment on the consumption of energy and on the environment. Because there is no way to do anything useful with regard to the impact of differences in rail and truck on water pollution or noise pollution, the question reduces to how the substitution of motor carrier for rail service would affect air pollution. Because diesel locomotives and diesel tractors burn essentially the same kind of fuel and produce comparable kinds of emissions, the environmental effects can be expected to be closely related to the differences in energy consumption.

Table 7 shows estimated fuel consumption of motor carrier versus rail carrier under standardized conditions. For small movements, up to 220 tons (approximately 5 carloads), over short hauls, fuel consumption by rail is greater than fuel consumption by heavy trucks. For distances somewhat in excess of 10 miles and for single train movements in excess of about 176 tons (approximately 4 carloads), rail service requires less fuel than the substitute trucks would. In light of the low density of traffic on the potentially excess lines, most of the lines apparently would be served by rail in a way that would consume somewhat more energy than would motor carrier substitutes. Only in cases where distance exceeds 15 miles and where more than 4 carloads are moved at a time does rail service involve a saving in excess of 15 percent compared to trucks.

TABLE 7.—*Estimated total fuel consumed by rail and motor carriers*

Net shipment tons	Mode	Number of vehicle loads	One-way trip distance (miles includes return trip) (gallons)			
			5	10	15	20
44	RR	1	13.3	21.7	30.1	38.5
	MC	2	4.9	9.1	13.4	17.7
88	RR	2	16.7	27.9	37.0	45.9
	MC	4	9.7	18.2	26.6	35.1
132	RR	3	24.5	34.2	43.9	53.7
	MC	6	14.6	27.4	40.2	53.0
176	RR	4	30.1	40.4	50.7	61.0
	MC	8	19.5	36.5	53.6	70.6
220	RR	5	35.6	46.7	57.6	68.5
	MC	10	24.3	45.6	67.0	88.2

Source: U.S. Department of Transportation, *The Environmental Impact Statement on "The Transportation Improvement Act of 1973,"* 1974, p. 25.

To the extent that trucks employed in rural service are more likely to obtain a backhaul than are the rail carriers, the energy advantage of the railroad is reduced further, where it exists at all. The indirect energy effects

of substituting trucks for rail on excess lines appear to be trivial.

Given the fact that rail abandonments will in many instances conserve energy, and apparently increase its use substantially only in relatively few cases, there is no basis for concluding that abandonment of lightly used rail lines will significantly increase air pollution. In some cases it can be expected to reduce it.

The essential finding of our analysis of energy and environmental impacts is that they can be predicted line-by-line only after an extensive local data gathering effort and that there is good reason to believe that those effects would be small and, hence, that devoting research resources to trying to quantify them accurately probably would be wasteful.

MAP KEY FOR APPENDIX K →

The following symbols are used on the individual maps accompanying the following line analyses:

———	The line segment under discussion
— — —	Other lines of the same railroad
—·—·	Lines of other potential ConRail railroads
•••••	Solvent railroads
●	End-point of line segment under discussion
○	Other towns or junction points

APPENDIX K

Line by Line Analysis and Recommendations

CANADA

Within Canada

PC

USRA line number	Terminals
715	Comber to Leamington
716	Essex to Amherstburg

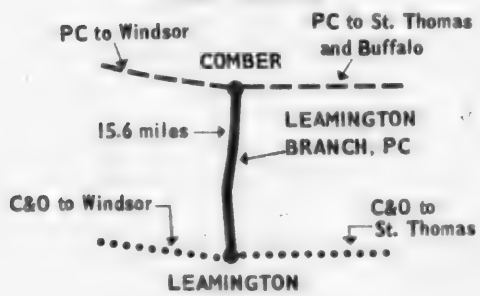
International

101a	Welland, Ont. to Black Rock, N.Y.

LEAMINGTON BRANCH

USRA Line No. 715

Penn Central



The Leamington Branch, formerly part of the New York Central RR, extends from *Comber* (Milepost 0.0) to *Leamington, Ont.* (Milepost 15.6), a distance of *15.6 miles*, in Ontario Province, Canada. At Comber, this line connects with the PC Buffalo-to-Chicago Line via Canada. A connection is made with the Chesapeake & Ohio Buffalo-Windsor Line at Leamington. This line was not shown in the U.S. DOT Report.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Staples	104
Blytheswood	100
Leamington	3,104
Total carloads generated by the line	3,308
Average carloads per week	63.6
Average carloads per mile	212.1
Average carloads per train	13.2
1973 operating information:	
Number of round trips per year	250
Estimated time per round trip (hours)	3.5
Locomotive horsepower	1,500
Train crew size	5

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services

Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report."

Information for Line Retention Decision

Revenue received by PC		$481,344
Average revenue per carload	$146	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	224,589	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	21,668	
Cost incurred beyond the branch line	300,488	
Total variable (avoidable) cost		546,690
Net contribution (loss): Total		(65,346)
Average per carload	(20)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 1,500 crossties (an average of 96 crossties per mile).

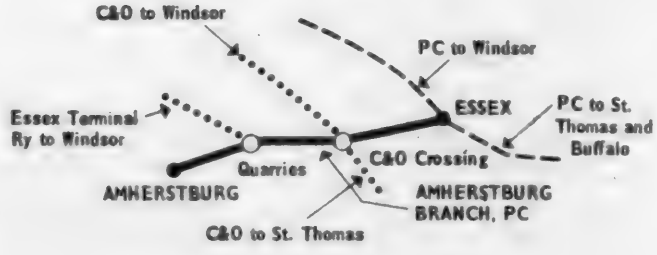
Preliminary Recommendation

It is *not* recommended that the Leamington Branch be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $65,346 or $20 per carload. Recovery of costs would require approximately a 25 percent increase in traffic or a 14 percent rate increase over the 1973 levels. Costs may also be lowered by reducing frequency, although this alone will not make the line viable.

AMHERSTBURG BRANCH

USRA Line No. 716

Penn Central



The Amherstburg Branch, formerly part of the New York Central RR, extends from *McGregor* (Milepost 7.9) to *Amherstburg, Ont.* (Milepost 16.9), a distance of *16.9 miles*, in Ontario Province, Canada. The PC line is out of service from Essex to McGregor (PC runs over a Chessie line to serve this segment). Connections are with the Chesapeake and Ohio Buffalo-Windsor at C&O Crossing (a point just east of McGregor). The Essex Terminal Ry. crosses this line at Quarries. This line was not shown in the U.S. DOT Report.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Amherstburg	1,256
McGregor	69
Total carloads generated by the line	1,325
Average carloads per week	25.5
Average carloads per mile	147.2
Average carloads per train	13.3
1973 operating information:	
Number of round trips per year	100
Estimated time per round trip (hours)	10.0
Locomotive horsepower	1,500
Train crew size	4

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report."

Information for Line Retention Decision

Revenue received by PC		$595,844
Average revenue per carload	$450	
Variable (avoidable) cost of coninued service:		
Cost incurred on the branch line	145,972	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	28,519	
Cost incurred beyond the branch line [1]	273,652	
Total variable (avoidable) cost		448,143
Net contribution (loss): total		147,701
Average per carload	111	

[1] Excludes the cost of the trackage rights over the Chessie to get to this line.

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph). Based on available information, this upgrading would include the replacement of a total of 4,499 crossties (an average of 500 crossties per mile).

Continued service to this line will be provided by ConRail or by Chessie.

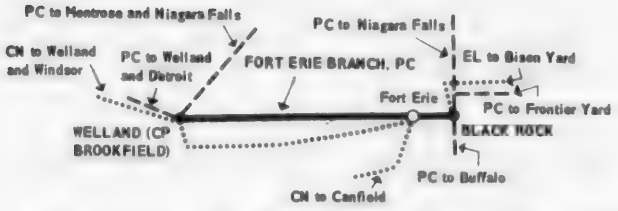
Recommendation

It is recommended that the Amherstburg Branch be included in the ConRail System.

PORTION OF FORT ERIE BRANCH

USRA Line No. 101a

Penn Central



This portion of the Fort Erie Branch, formerly part of the New York Central RR, extends from *Black Rock, N.Y.* (Milepost 7.0) to *Welland, Ont.* (Milepost 13.7), a distance of *14.6 miles*, in Erie County, N.Y., and the Province of Ontario. Continuations of this line extend from Black Rock eastward via Penn Central to Buffalo and Albany, and northward to Suspension Bridge and Niagara Falls. At Welland continuations extend westward via Penn Central to Detroit, northward via TH&B to Hamilton, and via Canadian National to St. Catharines, and connection is made with the PC line from Niagara Falls. This line was not described as potentially excess in the U.S. DOT Report (see Zone 49).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Fort Erie	100
Total carloads generated by the line	100
Average carloads per week	1.9
Average carloads per mile	7.3
Average carloads per train	1.4
1973 operating information:	
Number of round trips per year	70
Estimated time per round trip (hours)	4
Locomotive horsepower	1,500
Train crew size	4

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report."

Information for Line Retention Decision

Revenue received by PC		$33,492
Average revenue per carload	$478	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	109,015	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	10,978	
Total variable (avoidable) cost		119,993
Net contribution (loss): total		(86,501)
Average per carload	(865)	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.).

This segment is currently used as part of the route for the Buffalo-Hamilton-Toronto passenger service. An alternate route is available via Suspension Bridge. Amtrak's Buffalo-Detroit service via Black Rock is scheduled to shift to the Suspension Bridge route so that a stop can be made at Niagara Falls, N.Y.

Preliminary Recommendation

It is *not* recommended that this portion of the Fort Erie Branch be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $86,501 or $865 per carload. Recovery of costs would require approximately an 80-percent rate increase over the 1973 levels.

CONNECTICUT

Intrastate

PC

USRA line number	Terminals
41	Willimantic to Terminus
46	Hartford to Wethersfield
47	Wethersfield to Rocky Hill
49	North Cromwell to Middletown
50	Hartford to Griffins
52	Center Street Branch near Meriden
53/53b	Waterbury to Bristol
55	Simsbury to Farmington
60	New Milford to Canaan
61	Norwalk to Bethel
62	Glenbrook to New Canaan
674	Plainfield to Willimantic
675	New Haven to Plainville
675a	Plainville to Farmington
678	Plainfield to Putnam
685	East Hartford to East Windsor

Interstate

Connecticut to Rhode Island

43	Groton, Connecticut to Hills Grove, R.I.

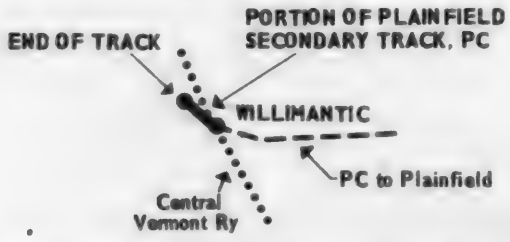
Connecticut to Massachusetts

40	Webster, Mass. to Southbridge, Mass.
44	Hazardville, Conn. to East Longmeadow, Mass.
54	Simsbury, Conn. to Westfield, Mass.
59	Canaan, Conn. to South Lee, Mass.
678a	Auburn, Mass. to Putnam, Conn.

PORTION OF PLAINFIELD SECONDARY TRACK

USRA Line No. 41

Penn Central



This portion of the Plainfield Secondary Track, formerly part of the New Haven RR, extends from *Willimantic, Conn.* (Milepost 23.3), to *End of Track near Willimantic* (Milepost 24.1), a distance of *0.6 mile*, in Windham County, Connecticut. The continuation of this line, also under study in this Report, extends eastward from Willimantic to Plainfield. This line also connects with the Central Vermont Ry at Willimantic. This line was described as potentially excess in the U.S. DOT Report (see Zone 29).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Willimantic [1]	134
Total carloads generated by the line	134
Average carloads per week	2.6
Average carloads per mile	167.5
Average carloads per train	2.6
1973 operating information:	
Number of round trips per year	52
Estimated time per round trip (hours)	1.0
Locomotive horsepower	1,800
Train crew size	4

[1] Includes only traffic on segment.

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that the line generated 570 cars in 1973. One shipper stated that the loss of rail service would force a fifty percent cut in payroll.

Information for Line Retention Decision

Revenue received by PC		$20,166
Average revenue per carload	$150	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	13,638	
Cost of upgrading branch line to FRA class I (1/10 of total upgrading cost)	681	
Cost incurred beyond the branch line	28,206	
Total variable (avoidable) cost		42,525
Net contribution (loss) total		(22,359)
Average per carload	(167)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track which has a

maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 185 crossties (an average of 231 crossties per mile).

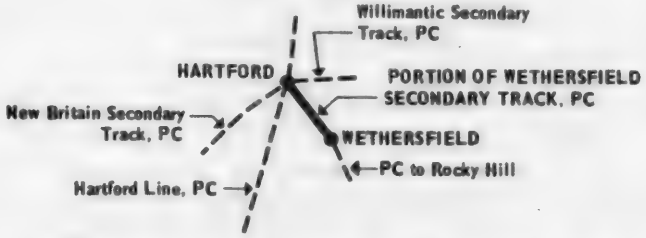
Preliminary Recommendation

It is *not* recommended that this portion of the Plainfield Secondary Track be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $22,359 or $167 per carload. Recovery of costs would require both an increase in traffic and a rate increase over the 1973 levels.

PORTION OF WETHERSFIELD SECONDARY TRACK

USRA Line No. 46

Penn Central



This portion of the Wethersfield Secondary Track, formerly part of the New Haven RR, extends from *Hartford* (Milepost 0.0), to *Wethersfield, Conn.* (Milepost 7.0), a distance of *7.0 miles*, in Hartford County, Connecticut. This line extends southward from Wethersfield and is also under study in this Report. The line connects at Hartford with the Hartford Line, and the New Britain and Willimantic Secondary Tracks, all PC. This line was described as potentially excess in the U.S. DOT Report (see Zone 32).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Wethersfield	240
Total carloads generated by the line	240
Average carloads per week	4.6
Average carloads per mile	34.3
Average carloads per train	4.6
1973 operating information:	
Number of round trips per year	52
Estimated time per round trip (hours)	3
Locomotive horsepower	1,000
Train crew size	4

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that Puritan Furniture shipped 120 carloads in 1973 and expected to ship 185 to 1,260 carloads in the future. Associated Grocers indicated some interest in constructing a new warehouse on the line.

Information for Line Retention Decision

Revenue received by PC		$50,134
Average revenue per carload	$209	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	60,986	
Cost of upgrading branch line to FRA class I (1/10 of total upgrading cost)	5,111	
Cost incurred beyond the branch line	39,667	
Total variable (avoidable) cost		105,764
Net contribution (loss): total		(55,630)
Average per carload	(232)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 692 crossties (an average of 99 crossties per mile).

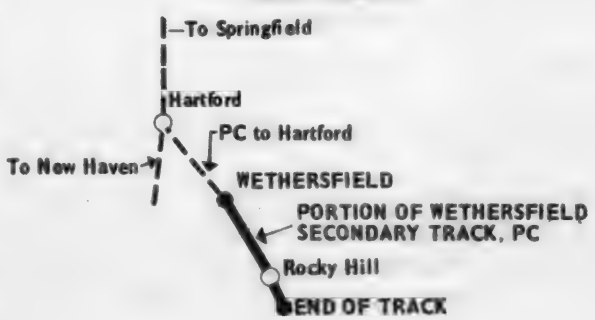
Preliminary Recommendation

Although the preliminary recommendation is that this portion of the Wethersfield Secondary Track not be included in the ConRail System, the possibility of immediately increasing revenue must be explored before a final recommendation can be made. Without immediately increasing revenue, continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $55,630 or $232 per carload. Recovery of costs would require approximately a five-fold increase in traffic or a 110 percent rate increase over the 1973 levels.

PORTION OF WETHERSFIELD SECONDARY TRACK

USRA Line No. 47

Penn Central



This portion of the Wethersfield Secondary Track, formerly part of the New Haven RR, extends from *Wethersfield* (Milepost 7.0) to the end of the track near *Rocky Hill, Conn.* (Milepost 9.8), a distance of *2.8 miles*, in Hartford County, Connecticut. The continuation of this line extends northward from Wethersfield to Hartford. It is also under study in this Report. This line was described as potentially excess in the U.S. DOT Report (see Zone 32).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Rocky Hill	67
South Wethersfield	5
Total carloads generated by the line	72
Average carloads per week	1.4
Average carloads per mile	25.7
Average carloads per train	1.4
1973 operating information:	
Number of round trips per year	52
Estimated time per round trip (hours)	1
Locomotive horsepower	1,600
Train crew size	4

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that abandonment of this line would greatly curtail the development of the Rocky Hill industrial park, purchased in 1973. A furniture company on the line expects to increase rail usage. Interest was expressed in restoration of passenger service on this line, with less reliance on highways. The Valley Railroad Company is interested in purchasing or leasing this track to restore passenger service between Hartford and Middletown.

Information for Line Retention Decision

Revenue received by PC		$20,896
Average revenue per carload	$290	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	27,669	
Cost of Upgrading Branch Line to FRA Class I: (1/10 of total upgrading cost)	7,222	
Cost incurred beyond the branch line	14,853	
Total variable (avoidable) cost		49,744
Net contribution (loss): total		(28,848)
Average per carload	(401)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph). Based on available information, this upgrading would include the replacement of a total of 815 crossties (an average of 291 crossties per mile).

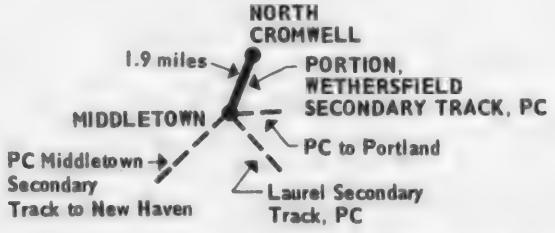
Preliminary Recommendation

Although the preliminary recommendation is that this portion of the Wethersfield Secondary Track not be included in the ConRail System, the possibility of immediately increasing revenue must be explored before a final recommendation can be made. Without immediately increasing revenue, continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $28,848 or $401 per carload. Recovery of costs would require approximately a 280 percent increase in traffic or a 135 percent rate increase over the 1973 levels.

PORTION OF WETHERSFIELD SECONDARY TRACK

USRA Line No. 49

Penn Central



This portion of the Wethersfield Secondary Track, formerly part of the New Haven RR, extends from *North Cromwell* (Milepost 13.7) to *Middletown, Conn.* (Milepost 15.6), a distance of *1.9 miles*, in Middlesex County, Conn. This line connects at Middletown with the Middletown Secondary Track, the Laurel Secondary Track, and the line to Portland, Conn., all PC. This line was described as potentially excess in the U.S. DOT Report (see Zones 31 and 32).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Cromwell	55
Total carloads generated by the lines	55
Average carloads per week	1.1
Average carloads per mile	20.0
Average carloads per train	1.1
1973 operating information:	
Number of round trips per year	52
Estimated time per round trip (hours)	1.0
Locomotive horsepower	3,200
Train crew size	4

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that a shift of chlorine deliveries at Cromwell from rail to truck might increase the hazard from lethal chlorine gas.

Information for Line Retention Decision

Revenue received by PC		$57,383
Average revenue per carload	$1,043	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	18,573	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	1,679	
Cost incurred beyond the branch line	25,872	
Total variable (avoidable) cost		46,124
Net contribution (loss): total		11,259
Average per carload	205	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 292 crossties (an average of 154 crossties per mile).

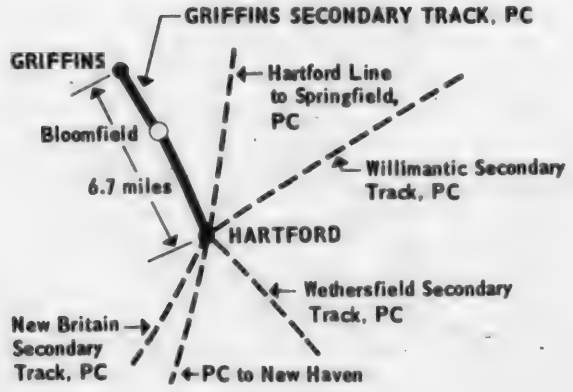
Recommendation

It is recommended that this portion of the Wethersfield Secondary Track be included in the ConRail System.

GRIFFINS SECONDARY TRACK

USRA Line No. 50

Penn Central



The Griffins Secondary Track extends from *Hartford* (Milepost 2.0) to *Griffins, Conn.* (Milepost 8.7), a distance of *6.7 miles*, in Hartford County, Connecticut. This line connects at Hartford with the Hartford Line of the PC and with the Willimantic Secondary Track, the New Britain Secondary Track and the Wethersfield Secondary Track, all of them PC. The last-named is also under study in this Report. This line was described as potentially excess in the U.S. DOT Report (see Zone 32).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Bloomfield	238
Griffins	78
Total carloads generated by the line	316
Average carloads per week	6.1
Average carloads per mile	47.2
Average carloads per train	2.1
1973 Operating information:	
Number of round trips per year	150
Estimated time per round trip (hours)	5
Locomotive horsepower	1,600
Train crew size	4

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that 926 cars originated or terminated on this line in 1973. American Propane shipped 30 cars from Griffins according to the testimony. Shippers at Bloomfield stated they shipped the following carloads in 1973: Bloomfield Farmers Exchange, 153 cars; Emhart Corp., 15 cars; and Connecticut Printers, 468 cars. (This greatly exceeds identifiable shipments).

Information for Line Retention Decision

Revenue received by PC		$90,980
Average revenue per carload	$288	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	90,695	
Cost of upgrading branch line to FRA Class I (1/10 of total upgrading cost)	14,691	
Cost incurred beyond the branch line	64,329	
Total variable (avoidable) cost		169,715
Net contribution (loss): total		(78,735)
Average per carload	(249)	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track which has a maximum safe operating speed of 10 m.p.h.).

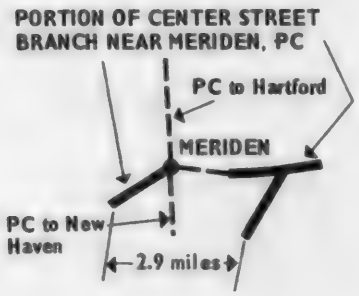
Preliminary Recommendation

It is *not* recommended that the Griffins secondary track be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $78,785 or $249 per carload. Recovery of costs would require approximately a threefold increase in traffic or an 85 percent rate increase over the 1973 levels. Costs may also be reduced by reducing frequency, although this alone will *not* make the line viable.

PORTION OF CENTER STREET BRANCH (NEAR MERIDEN)

USRA Line No. 52

Penn Central



This portion of the Center Street Branch, formerly part of the New Haven RR, extends *2.9 miles near Meriden, Conn.*, in New Haven County, Conn. This line connects with the Hartford line of the PC near Meriden. The PC applied to the ICC in September 1973 for permission to abandon this portion of the line (Docket AB–5 Sub. 200). No action has been taken on this application. This line was not shown in the U.S. DOT Report (see Zone 34).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Meriden [1]	64
Total carloads generated by the line	64
Average carloads per week	1.2
Average carloads per mile	22.1
Average carloads per train	1.2
1973 operating information:	
Number of round trips per year	52
Estimated time per round trip (hours)	1.0
Locomotive horsepower	1,000
Train crew size	4

[1] Includes only traffic on segment.

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report."

Information for Line Retention Decision

Revenue received by PC		$27,683
Average revenue per carload	$432	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	24,195	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	2,825	
Cost incurred beyond the branch line	14,047	
Total variable (avoidable) cost		41,067
Net contribution (loss): total		(13,384)
Average per carload		(209)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track which has a maximum safe operating speed of 10 mph). Based on available information, this upgrading would include the replacement of a total of 780 crossties (an average of 269 crossties per mile).

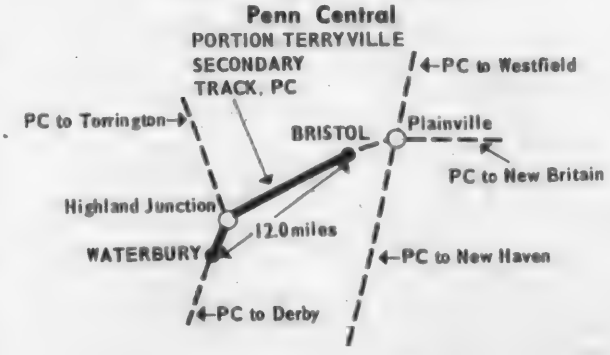
Preliminary Recommendation

It is *not* recommended that this portion of the Center Street Branch be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $13,384 or $209 per carload. Recovery of costs would require approximately a 100 per cent increase in traffic or a 50 per cent rate increase over the 1973 levels.

PORTION OF THE TERRYVILLE SECONDARY TRACK

USRA Line No. 53–53b

Penn Central



This portion of the Terryville Secondary Track, formerly part of the New Haven RR, extends from *Waterbury* (Milepost 0.0) to *Bristol, Conn.* (Milepost 12.0), a distance of *12.0 miles*, in Hartford and Litchfield Counties, Conn. A continuation of this line runs from Bristol to Plainville and beyond. At Waterbury, the line connects with the Waterbury Branch of the PC. It also connects at Highland Junction (Milepost 0.4), with the Torrington Secondary Track of the PC. With the exception of a small portion near Bristol, this line was described as potentially excess in the U.S. DOT Report (see Zones 35 and 36).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Terryville	144
Bristol [1]	402
Total carloads generated by the line	546
Average carloads per week	10.5
Average carloads per mile	45.5
Average carloads per train	10.5
1973 operating information:	
Number of round trips per year	52
Estimate time per round trip (hours)	8.0
Locomotive horsepower	1,600
Train crew size	4

[1] Includes only shippers actually on this Segment.

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicates that this line is the only feeder line providing direct access between two of the states largest population centers, Waterbury and Hartford. Abandonment would prohibit freight with dimensions too large for trucking from entering or leaving the city of Waterbury. At Plymouth, there is a vacant $3 million plant with rail service, and the Town of Plymouth has spent $500,000 for reconstruction of a road to service this plant. There are 10 businesses listed for this line; with General Motors estimating 600 carloads for 1973 and the Hale Manufacturing Co. estimating 135 carloads for 1973 and projecting 355 for future carloadings. Correspondence from Milo Wilcox, Representative, Central Connecticut Regional Planning, states the New Departure Company relocated in Bristol and invested in 8,000 ft. of railroad spur for freight service.

Information for Line Retention Decision

Revenue received by PC		$185,925
Average revenue per carload	$341	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	120,030	
Cost of upgrading branch line to FRA class I: (1/10 of total upgrading cost)	9,594	
Cost incurred beyond the branch line	126,861	
Total variable (avoidable) cost		256,485
Net contribution (loss): total		(70,560)
Average per carload		(129)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph). Based on available information, this upgrading would include the replacement of a total of 2,580 crossties (an average of 215 crossties per mile).

Available information indicates that traffic on this line may increase by 40 percent. However, a 120 percent increase in traffic would be required to cover the costs.

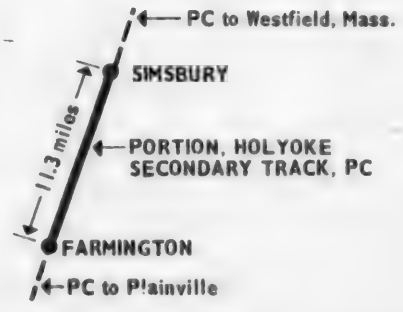
Preliminary Recommendation

It is *not* recommended that this portion of the Terryville Secondary Track be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $70,560 or $129 per carload. Recovery of costs would require approximately a 120 percent increase in traffic or a 40 percent rate increase over the 1973 levels.

PORTION OF HOLYOKE SECONDARY TRACK

USRA Line No. 55

Penn Central



This portion of the Holyoke Secondary Track, formerly part of the New Haven RR, extends from *Farmington* (Milepost 3.4) to *Simsbury, Conn.* (Milepost 14.7), a distance of *11.3 miles*, in Hartford County, Conn. Continuations of this line extend southward from Farmington and northward from Simsbury, both of which are also under study in this report (USRA line numbers 54 and 675 respectively). This line was de-

scribed as potentially excess in the U.S. DOT Report (see Zone 32).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Avon	202
Simsbury	102
Total carloads generated by the line	304
Average carloads per week	5.9
Average carloads per mile	26.0
Average carloads per train	2.0
1973 operating information:	
Number of round trips per year	156
Estimated time per round trip (hours)	3
Locomotive horsepower	1,000
Train crew size	4

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that industries on this line complained of car shortages and the exiguous track maintenance. Some respondents stated that they would be forced out of business by the loss of rail service; others indicated that they would face higher freight costs as a consequence of being forced to use motor carrier service. Testimony also indicated the existence of an industrial park at Avon and that a similar facility is being planned for Simsbury although no specific traffic levels or projections have been provided.

Information for Line Retention Decision

Revenue received by PC		$94,291
Average revenue per carload	$310	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	112,255	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	66,244	
Total variable (avoidable) cost		178,499
Net contribution (loss): total		(84,208)
Average per carload	(277)	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track which has a maximum safe operating speed of 10 m.p.h.).

Data provided at the RSPO hearings indicated that traffic has increased to a level of approximately 700 carloads per year although the 1973 traffic information shows only 304 carloads. However, recovery of the line's costs would require approximately 1,200 carloads per year.

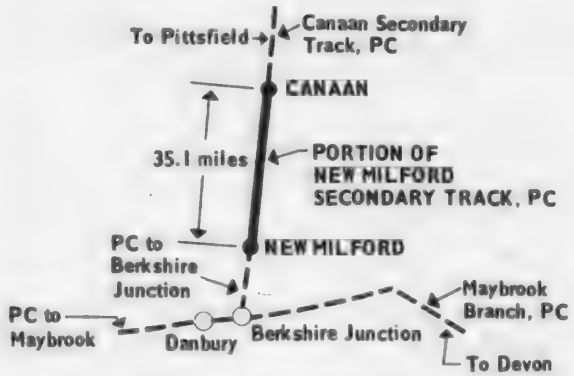
Preliminary Recommendation

It it *not* recommended that this portion of the Holyoke Secondary Track be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $84,208 or $277 per carload. Recovery of costs would require approximately a three-fold increase in traffic or a 90 percent rate increase over the 1973 levels.

PORTION OF NEW MILFORD SECONDARY TRACK

USRA Line No. 60

Penn Central



This portion of the New Milford Secondary Track formerly part of the New Haven RR, extends from *New Milford* (Milepost 13.2) to *Canaan, Conn.* (Milepost 48.3), a distance of *35.1 miles*, in Litchfield County, Connecticut. This line connects at Canaan with the Canaan Secondary track of the PC (also under study in this Report). A continuation of this line runs from New Milford to Berkshire Junction, near Danbury. The PC made application to the ICC in June 1972 for permission to abandon this line, Docket No. AB–5, Sub. 49. On September 17, 1974, the PC applied to the U.S. Railway Association for permission to abandon this line (USRA Docket No. 75–30). No action has been taken on either application. This line was described as potentially excess in the U.S. DOT Report (see Zone 35).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Gaylordsville	6
Kent	36
Cornwall Bridge	12
Falls Village	2
Canaan	[1]52
Total carloads generated by the line	108

See footnote at end of table.

Average carloads per week	2.1
Average carloads per mile	3.1
Average carloads per train	3.5
1973 Operating information:	
Number of round trips per years	31
Estimated time per round trip (hours)	5.0
Locomotive horsepower	1,600
Train crew size	4

[1] Includes only traffic on segment.

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" by Becton, Dickinson & Co. indicated that it had handled 27 carloads in each of the last three years and that loss of rail service would increase their transportation costs.

Communication from the State of Connecticut concerning the abandonment application pending before USRA requested delay until the state rail plan could be completed.

Information for Line Retention Decision

Revenue received by PC		$78,976
Average revenue per carload	$731	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	234,459	
Cost of upgrading branch line to FRA Class I (1/10 of total upgrading cost)	29,188	
Cost incurred beyond the branch line	27,257	
Total variable (avoidable) cost		290,904
Net contribution (loss): total		($211,928)
Average per carload		($1,962)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 3,750 crossties (an average of 106 crossties per mile).

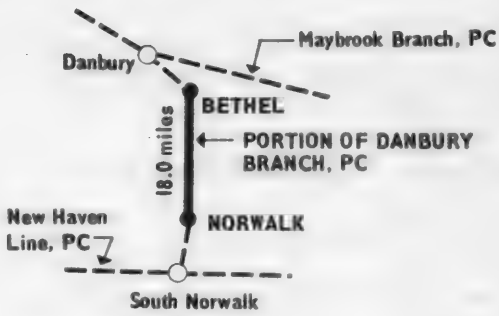
Preliminary Recommendation

It is *not* recommended that this portion of the New Milford Secondary Track be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $211,928 or $1,962 per carload. Recovery of costs would require approximately a four-fold increase in traffic or a 270 percent rate increase over the 1973 levels.

PORTION OF DANBURY BRANCH

USRA Line No. 61

Penn Central



This portion of the Danbury Branch, formerly part of the New Haven RR, extends from *Norwalk* (Milepost 43.0) to *Bethel, Conn.* Milepost 61.0) a distance of *18.0 miles*, in Fairfield County, Conn. This line extends northward from Bethel to Danbury and southward from Norwalk. This line was described as potentially excess in the U.S. DOT Report (see Zones 35 and 39).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Wilton	90
Georgetown	404
Norwalk [1]	101
Bethel [1]	11
Total carloads generated by the line	606
Average carloads per week	11.7
Average carloads per mile	33.7
Average carloads per train	2.3
1973 operating information:	
Number of round trips per year	260
Estimated time per round trip (hours)	3.0
Locomotive horsepower	1,800
Train crew size	3

[1] Includes only shippers on this segment.

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that the Connecticut Transportation Authority (CTA) and Connecticut DOT have a 57-year lease option agreement to this section of track. The State of Connecticut is prepared to spend $5 million to upgrade the line for passenger service. Western Connecticut communities

hope to use this line as a route for the recycling and disposal of 1,000 tons of solid waste per day at a site near Danbury. Studies by the State of New York, the State of Connecticut, and Dr. George Brown were offered as evidence demonstrating the inequity of subsidies given to modes of transportation with which the railroad must compete. USRA staff has discussed with the CTA their specific plans for exercising their lease purchase option and their plans for implementing improved passenger services.

Information for Line Retention Decision

Revenue received by PC		$285,794
Average revenue per carload	$472	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line[1]	89,901	
Cost of upgrading branch line to FRA Class I (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	131,347	
Total variable (avoidable) cost		221,248
Net contribution (loss): total		64,546
Average per carload	106	

[1] Due to the agreement with CTA, this cost does not include maintenance.

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph).

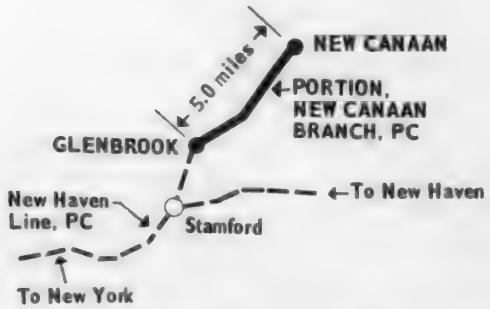
Recommendation

It is recommended that this portion of the Danbury Branch be included in the ConRail System.

PORTION OF THE NEW CANAAN BRANCH

USRA Line No. 62

Penn Central



This portion of the New Canaan Branch, formerly part of the New Haven RR, extends from *Glenbrook* (Milepost 3.0) to *New Canaan, Conn.* (Milepost 8.0), a distance of *5.0 miles*, in Fairfield County, Conn. The southerly continuation of this line runs from Glenbrook to Stamford where it connects with the New Haven line of the PC. This line was described as potentially excess in the U.S. DOT Report (see Zone 40).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
New Canaan	62
Springdale	40
Glenbrook[1]	105
Total carloads generated by the line	207
Average carloads per week	4.0
Average carloads per mile	41.4
Average carloads per train	4.0
1973 operating information:	
Number of round trips per year	52
Estimated time per round trip (hours)	2.0
Locomotive horsepower	1,200
Train crew size	4

[1] Includes only traffic on segment.

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" stated that Glenbrook Laboratories at Glenbrook shipped 108 cars of chemicals in 1973. These cannot be readily switched to highway movements. Hatch & Bailey Lumber at Springdale received 30 cars in 1973.

Information for Line Retention Decision

Revenue received by PC		$128,949
Average revenue per carload	$823	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	46,321	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	31,908	
Total variable (avoidable) cost		78,229
Net contribution (loss): total		50,720
Average per carload	245	

The line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph).

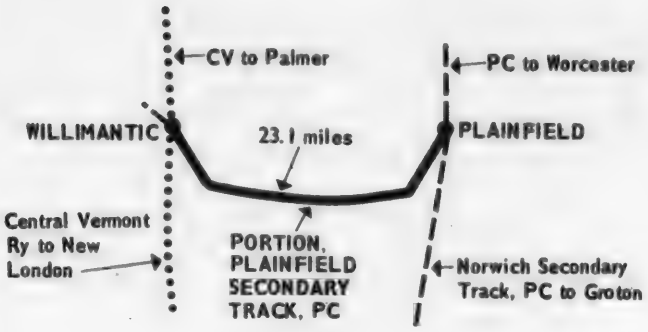
Recommendation

It is recommended that this portion of the New Canaan Branch be included in the ConRail System.

PORTION OF PLAINFIELD SECONDARY TRACK

USRA Line No. 674

Penn Central



This portion of the Plainfield Secondary Track, formerly part of the New Haven RR, extends from *Plainfield* (Milepost 0.0) to *Willimantic, Conn.* (Milepost 23.1), a distance of *23.1 miles*, in Windham and New London Counties, Connecticut. The continuation of this line, also under study in the Report, extends a short distance beyond Willimantic to end-of-track. The line also connects with the Norwich Secondary Track of the PC at Plainfield and with the Central Vermont Ry at Willimantic. (The portion of the Norwich Secondary Track extending northward from Plainfield to Auburn, Mass. is also under study in this Report.) This line was not described as potentially excess in the U.S. DOT Report (see Zones 29 and 30).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Versailles	1,425
Baltic	52
Willimantic[1]	502
Total Carloads Generated by the line	1,979
Average carloads per week	38.0
Average carloads per mile	79.8
Average carloads per train	19.8
1973 operating information:	
Number of round trips per year	100
Estimated time per round trip (hours)	10
Locomotive horsepower	1,800
Train crew size	4

[1] Includes only traffic on segment.

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that in 1973 there were 1,085 carloads generated by this line. The cost of serving this traffic by motor carrier may jeopardize the viability of these companies.

Information for Line Retention Decision

Revenue received by PC		$560,318
Average revenue per carload	$283	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	281,869	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	101,054	
Cost incurred beyond the branch line	325,823	
Total variable (avoidable) cost		708,746
Net contribution (loss): Total		(148,428)
Average per carload	(76)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph). Based on available information, this upgrading would include the replacement of a total of 9,600 crossties (an average of 387 crossties per mile). Although service to the entire line generates a loss, service to the line from Milepost 0.0 to Milepost 9.8 (serving shippers at Versailles which generated 1,425 carloads in 1973) would generate $398,451 in revenue and $408,462 in costs with a resulting loss of only $10,011 or $7 per carload. A 7 percent growth in traffic or a 3 percent rate increase would make this portion of the line financially self-sufficient.

Recommendation

It is recommended that the portion of the Plainfield Secondary Track from Milepost 0.0 to Milepost 9.8 be included in the ConRail System.

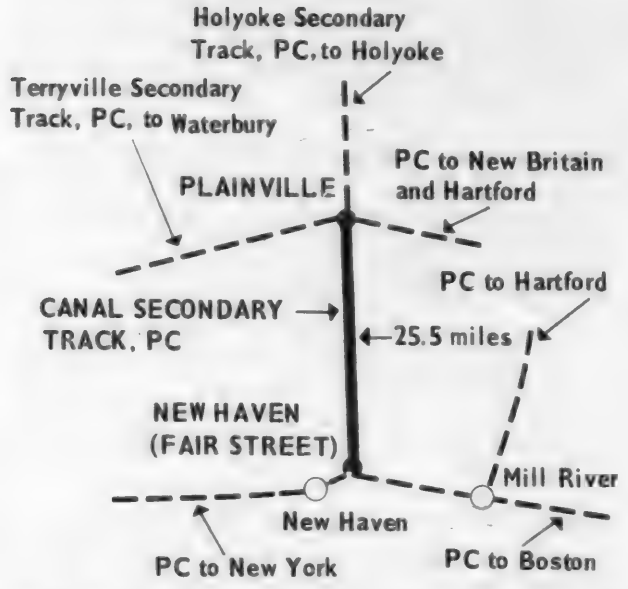
Preliminary Recommendation

It is *not* recommended that the portion of the Plainfield Secondary Track from Milepost 9.8 to Milepost 23.1 be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $139,417 or $251 per carload. Recovery of costs would require approximately a 223 percent increase in traffic or an 85 percent rate increase over the 1973 levels.

CANAL SECONDARY TRACK

USRA Line No. 675

Penn Central



The Canal Secondary Track, formerly part of the New Haven RR, extends from *New Haven* (*Fair Street*) (Milepost 2.0) to *Plainville, Ct.* (Milepost 27.5), a distance of *25.5 miles*, in Hartford and New Haven Counties, Connecticut. At Plainville, this line connects with the Holyoke Secondary Track (also under study in this Report), the Terryville Secondary Track and the New Britain Secondary Track all PC. At New Haven, this line connects with the PC Shore Line between New York and Boston. This line was described as potentially excess in the U.S. DOT Report (see Zones 33, 36 and 37).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Mt. Carmel	105
Cheshire	772
Milldale	306
Plantsville	17
Southington	228
Plainville[1]	111
New Haven[1]	461
Total carloads generated by the line	2,000
Average carloads per week	38.5
Average carloads per mile	78.4
Average carloads per train	13.3
1973 operating information:	
Number of round trips per year	150
Estimated time per round trip (hours)	11.0
Locomotive horsepower	1,600
Train crew size	4

[1] Includes only traffic on segment.

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that this line should be preserved because of the flexibility it provides the network in times of natural disaster. In Cheshire, there is a 2,000 acre industrial park with 280 acres already occupied by companies employing 1,000 people. Concern was expressed that the loss of this line could arrest further planned industrial development.

Information for Line Retention Decision

Revenue received by PC		$880,553
Average revenue per carload	$440	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	205,100	
Cost of upgrading branch line to FRA Class I (1/10 of total upgrading cost)	41,000	
Cost incurred beyond the branch line	465,432	
Total variable (avoidable) cost		801,550
Net contribution (loss): total		79,003
Average per carload	40	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph). Based on available information, this upgrading would include the replacement of a total of 7,210 crossties (an average of 233 crossties per mile).

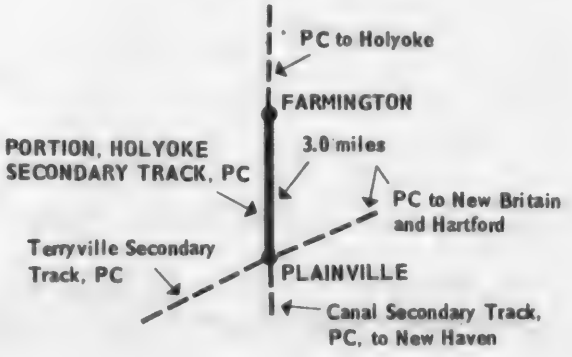
Recommendation

It is recommended that the Canal Secondary Track be included in the ConRail System.

PORTION OF THE HOLYOKE SECONDARY TRACK

USRA Line No. 675a

Penn Central



This portion of the Holyoke Secondary Track, formerly part of the New Haven RR, extends from *Plainville* (Milepost 0.0), to *Farmington, Conn.* (Milepost 3.0), a distance of *3.0 miles*, in Hartford County, Connecticut. A continuation of this line runs in a northerly direction from Farmington to Holyoke (also under study in this Report). At Plainville, this line connects with the Terryville Secondary Track and the Canal Secondary Track, PC. The last-named is also under study in this Report. This line was not described as potentially excess in the U.S. DOT Report (see Zones 32 and 33).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Farmington	233
Plainville[1]	627
Total carloads generated by the line	860
Average carloads per week	16.5
Average carloads per mile	286.7
Average carloads per train	5.7
1973 operating information:	
Number of round trips per year	150
Estimated time per round trip (hours)	3.0
Locomotive horsepower	1,600
Train crew size	4

[1] Includes only traffic on segment.

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicates that Richard Russell of Gerrity Lumber Co. (not on this segment) explained why service on the Canal line is an all or none proposition: The line does not connect with anything on the south end. The overhead bridges are too low and the curves too sharp for modern trains. As a consequence, all traffic must come south from Plainville. This means all industries on the line, to exist, must have the whole line.

RSPO states after major flood destroyed the Naugatuck Valley line in 1955, the line was used to bring in supplies. Residents in the area urged this track be preserved because of the flexibility it provides the network in times of similar natural disasters.

Information for Line Retention Decision

Revenue received by PC		$221,702
Average revenue per carload	$258	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	61,765	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	3,728	
Cost incurred beyond the branch line	149,892	
Total variable (avoidable) cost		215,385
Net contribution (loss): total		6,317
Average per carload		7

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standard (Class I track, which has a maximum safe operating speed of 10 mph). Based on available information, this upgrading would include the replacement of a total of 890 crossties (an average of 297 crossties per mile).

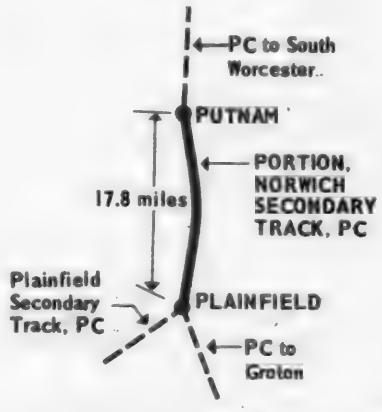
Recommendation

It is recommended that this portion of the Holyoke Secondary Track be included in the ConRail System.

PORTION OF THE NORWICH SECONDARY TRACK

USRA Line No. 678

Penn Central



This portion of the Norwich Secondary Track, formerly part of the New Haven RR, extends from *Plainfield* (Milepost 28.0) to *Putnam, Conn.* (Milepost 45.8), a distance of *17.8 miles*, in Windham County, Conn. Continuations of this line run from Putnam to South Worcester, Mass., and from Plainfield to Groton. The former is also under study in this Report. At Plainfield, the line also connects with the Plainfield Secondary track, PC, also under study in this Report. This line was not described as potentially excess in the U.S. DOT Report (see Zone 29).

Traffic and Operating Information

Stations (with their 1973 carloads served by this line:	
Central Village	24
Wauregan	3,896
Danielson	144
Dayville	2,492
Putnam	1,091
Total carloads generated by the line	7,647
Average carloads per week	147.1

Average carloads per mile	429.6
Average carloads per train	30.6
1973 operating information:	
Number of round trips per year	250
Estimated time per round trip (hours)	9
Locomotive horsepower	1,800
Train crew size	4

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" primarily concerned the costs and the problems that would be involved if the shippers were forced to use motor carrier service. USRA has also received correspondence from the Norwich and Worcester suggesting their interest in taking over this entire line.

Information for Line Retention Decision

Revenue received by PC		$2,204,547
Average revenue per carload	$288	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	388,741	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	1,364,200	
Total variable (avoidable) cost		1,752,950
Net contribution (loss): Total		451,597
Average per carload	59	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track which has a maximum safe operating speed of 10 mph).

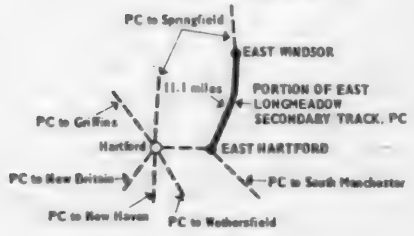
Recommendation

It is recommended that this portion of the Norwich Secondary Track be included in the ConRail System.

PORTION OF EAST LONGMEADOW SECONDARY TRACK

USRA Line No. 685

Penn Central



This portion of the East Longmeadow Secondary Track formerly part of the New Haven RR, extends from *East Windsor* (Milepost 18.0) to *East Hartford, Conn.* (Milepost 29.1), a distance of *11.1 miles*, in Hartford County, Conn. The northerly continuation of this line extends from East Windsor to Hazardville (also being studied in this Report) and beyond. At East Hartford the line connects with the Willimantic Secondary Track. This line was not described as potentially excess in the U.S. DOT Report (see Zone 32).

Traffic and Operating Information

Stations (with their 1973 carloads) served this line:	
S. Windsor	509
E. Windsor Hill	1,153
Total carloads generated by the line	1,662
Average carloads per week	32
Average carloads per mile	150
Average carloads per train	5.7
1973 operating information:	
Number of round trips per year	200
Estimated time per round trip	10.5
Locomotive horsepower	1,600
Train crew size	4

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that Kerr McGee shipped 200 cars in 1973.

Information for Line Retention Decision

Revenue received by PC		$535,096
Average revenue per carload	$322	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	279,685	
Cost of upgrading branch line to FRA class I (1/10 of total upgrading cost)	23,282	
Cost incurred beyond the branch line	399,254	
Total variable (avoidable) cost		702,121
Net contribution (loss): total		(167,025)
Average per carload	(100)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph). Based on available information, this upgrading would include the replacement of a total of 4,500 crossties (an average of 405 crossties per mile).

Preliminary Recommendation

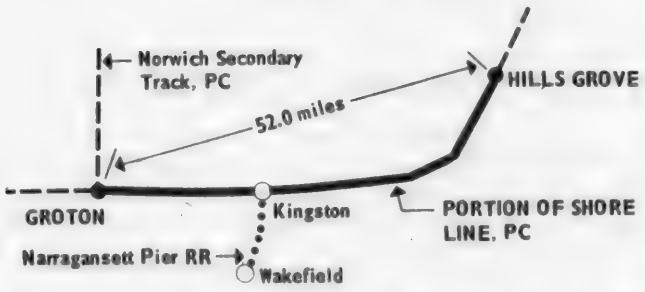
It is *not* recommended that this portion of the East Longmeadow Secondary Track be included in the Con-

Rail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $167,025 or $100 per carload. Recovery of costs would require approximately a 125 per cent increase in traffic or a 30 per cent increase over the 1973 levels.

PORTION OF SHORE LINE

USRA Line No. 43

Penn Central



This portion of the Shore Line, formerly part of the New Haven RR, extends from *Groton, Conn.* (Milepost 125.0) to *Hills Grove, R.I.* (Milepost 177.0), a distance of *52.0 miles*, in New London County, Connecticut and Washington County, Rhode Island. This line continues westward at Groton to New York, and eastward at Hills Grove to Boston. The line connects at Groton with the Norwich Secondary Track of the PC and at Kingston, R.I. (Milepost 158.1) with the Narragansett Pier RR. This line was described as potentially excess in the U.S. DOT Report (see Zones 27, 28 and 30).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Noank	0
Mystic	11
Stonington	0
Westerly	352
Bradford	98
Wood River Junction	9
Kenyons	10
Kingston	7
Slocums	29
Wickford Junction	77
Davisville	504
East Greenwich	157
Apponaug	16
Goulds[1]	0
Peace Dale[1]	70
Wakefield[1]	2
Total carloads generated by the line	1,342
Average carloads per week	25.8
Average carloads per mile	25.8
Average carloads per train	5.4
1973 operating information:	
Number of round trips per week	250
Estimated time per round trip (hours)	8.0
Locomotive horsepower	1,750
Train crew size	4

[1] Stations on the Narragansett Pier RR.

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that many industries and citizens were concerned with the designation of this line as potentially excess. Shipping costs would increase greatly if truck transportation had to be used. The U.S. Naval Submarine Base and other industries in the Groton area would be cut off from direct access to the east. The Narragansett Pier RR would be cut off from other railroads. Communities would suffer from tax losses.

Information for Line Retention Decision

Revenue received by PC		$621,595
Average revenue per carload	$463	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	519,502	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	380,610	
Total variable (avoidable) cost		900,112
Net contribution (loss): Total		(278,517)
Average per carload	(208)	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.).

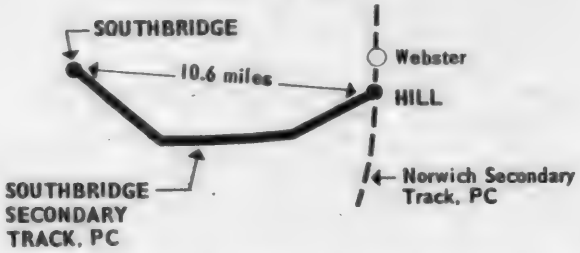
Preliminary Recommendation

It is *not* recommended that this portion of the Shore Line be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $278,517 or $208 per carload. Recovery of costs would require approximately a 115 percent increase in traffic or a 45 percent rate increase over the 1973 levels.

SOUTHBRIDGE SECONDARY TRACK

USRA Line No. 40

Penn Central



The Southbridge Secondary track, formerly a part of the New Haven RR, extends from *Webster* (Milepost 0.5), to *Southbridge, Mass.* (Milepost 11.1), a distance of *10.6 miles*, in Worcester County Massachusetts and Windham County, Connecticut. At Hill it connects with the Norwich Secondary Track of the PC, also under study in this report. The PC petitioned the ICC to abandon the line in October 1972, but the application has not been acted on (ICC Docket No. AB–5 Sub. 129). This line was declared potentially excess in the U.S. DOT Report (see Zones 26 and 29).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
West Dudley	110
Sandersdale	1
Southbridge	92
Total carloads generated by the line	203
Average carloads per week	3.9
Average carloads per mile	19.1
Average carloads per train	2.7
1973 Operating information:	
Number of round trips per year	75
Estimated time per round trip (hours)	2
Locomotive horsepower	1,500
Train crew size	3

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" consisted of a brief which was submitted to the ICC's Administrative Law Judge by the protestants of the proposed abandonment.

Information for Line Retention Decision

Revenue received by PC	$71,374
Average revenue per carload	$352
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line	82,025
Cost of upgrading branch line to FRA Class I (1/10 of total upgrading cost)	13,041
Cost incurred beyond the branch line	51,251
Total variable (avoidable) cost	146,317
Net contribution (loss): total	(74,943)
Average per carload	(369)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 1,700 crossties (an average of 160 crossties per mile).

Preliminary Recommendation

It is *not* recommended that the Southbridge Secondary Track be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $74,943 or $369 per carload. Recovery of costs would require approximately a fourfold increase in traffic or a 100 per cent rate increase over the 1973 levels.

PORTION OF EAST LONGMEADOW SECONDARY TRACK

USRA Line No. 44

Penn Central

This portion of the East Longmeadow Secondary Track, formerly part of the New Haven RR, extends from *East Longmeadow, Mass.* (Milepost 7.0), to *Hazardville, Conn.* (Milepost 12.0), a distance of *5.0 miles*, in Hartford County, Conn., and Hampden County, Mass.

Continuations of this line extend northward from East Longmeadow to Springfield and southward from

Hazardville to East Hartford. A portion of the latter segment (from Hazardville to East Windsor) is also under study in this Report. This line was described as potentially excess in the U.S. DOT Report (see Zones 24 and 32).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
East Longmeadow	1,999
Total carloads generated by the line	1,999
Average carloads per week	38.4
Average carloads per mile	399.8
Average carloads per train	12.8
1973 operating information:	
Number of round trips per year	156
Estimated time per round trip (hours)	4
Locomotive horsepower	1,500
Train crew size	4

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that Milton Bradley Co., Community Feed Stores, and Package Machinery Co. are particularly concerned about the loss of rail freight service at East Longmeadow. While the unemployment rate for this community is 7.5 percent (at time of Hearings), there is a possibility that a 400 job industry may locate soon in one of the town's industrial parks. USRA staff discussed with Springfield Chamber of Commerce problems associated with the continuation of service to those shippers who are located between Milepost 7.0 and 8.6. The Chamber has also been informed of the subsidy provisions for continuation of service which are available under the Reorganization Act. There is also a prospect that a large toy manufacturer in Hazardville will open a new plant by 1983. U.S. Envelope expects its traffic to increase at Hazardville to 300 carloads per year by 1975.

Information for Line Retention Decision

Revenue received by PC		$939,510
Average revenue per carload	$470	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	119,351	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost	4,819	
Cost incurred beyond the branch line	579,721	
Total variable (avoidable) cost		703,891
Net contribution (loss): total		235,619
Average per carload	118	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph). Based on available information, this upgrading would include the replacement of a total of 500 crossties (an average of 100 crossties per mile).

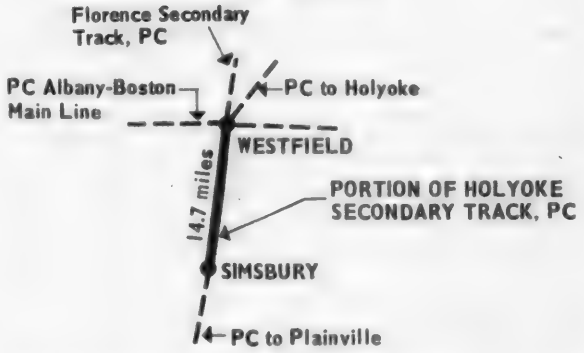
Recommendation

It is recommended that this portion of the East Longmeadow Secondary Track be included in the ConRail System.

PORTION OF HOLYOKE SECONDARY TRACK

USRA Line No. 54

Penn Central



This portion of the Holyoke Secondary Track, formerly a part of the New Haven RR, extends from *Simsbury, Conn.* (Milepost 43.8) to *Westfield, Mass.* (Milepost 58.5), a distance of *14.7 miles*, in Hartford County, Connecticut and Hampden County, Massachusetts. At Simsbury it connects with its own southerly continuation to Farmington, Conn. and Plainsville, and at Westfield with its northerly continuation to Holyoke, Mass. Both these lines are also under study in this report. At Westfield, the line also connects with the Florence Secondary Track of the PC to Easthampton (also under study in this report) and the Albany-Boston line of the PC. The PC applied to the ICC in 1971 for authority to abandon this segment but was turned down. The PC applied on August 14, 1974, to the U.S. Railway Association for permission to abandon the line. No action has been taken on this application. Except for a small portion at its north end, this portion of the Holyoke Secondary Track was declared potentially excess in the U.S. DOT Report (see Zones 24 and 32).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Floydville	1
Granby	17
Southwick	32
Total carloads generated by the line	50

Average carloads per week	1.0
Average carloads per mile	3.4
Average carloads per train	3.3
1973 Operating information:	
Number of round trips per year	15
Estimated time per round trip (hours)	2
Locomotive horsepower	1,600
Train Crew Size	4

Information Provided by RSPO, Shippers, Government Agencies

No specific information was provided about this line at the hearings conducted by the Rail Services Planning Office, as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report."

Information for Line Retention Decision

Revenue received by PC		$16,005
Average revenue per carload	$320	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	101,318	
Cost of upgrading branch line to FRA class I (1/10 of total upgrading cost)	12,724	
Cost incurred beyond the branch line	9,945	
Total variable (avoidable) cost		123,987
Net contribution (loss): total		(107,982)
Average per carload		(2,160)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph). Based on available information, this upgrading would include the replacement of a total of 2,300 crossties (an average of 156 crossties per mile).

Preliminary Recommendation

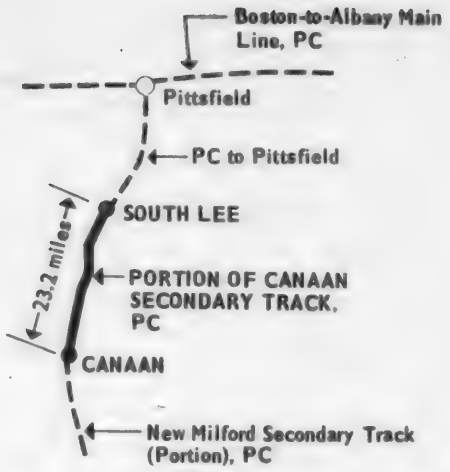
It is *not* recommended that this portion of the Holyoke Secondary Track be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $107,982 or $2,160 per carload. Recovery of costs would require approximately an eighteen-fold increase in traffic or a 675 per cent rate increase over the 1973 levels.

A PORTION OF CANAAN SECONDARY TRACK

USRA Line No. 59

Penn Central

This portion of the Canaan Secondary Track, formerly a part of the New Haven RR, extends from *Canaan, Conn.* (Milepost 48.3) to *South Lee, Mass.* (Milepost 71.5), a distance of *23.2 miles*, in Berkshire



County, Mass. and Litchfield County, Conn. Continuations of this line extend northward from South Lee to Pittsfield where it connects with the Boston-to-Albany Line of the PC, and southward from Canaan to Berkshire Junction. A portion of the latter segment (from Canaan to New Milford) is also under study in this Report. This line was identified as potentially excess in the U.S. DOT Report (see Zones 22, 23, and 35).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Canaan*	924
Ashley Falls	9
Sheffield	286
Great Barrington	58
Van Deusenville	75
Housatonic	400
Stockbridge	2
South Lee*	182
Total carloads generated by the line	1,893
Average carloads per week	36.4
Average carloads per mile	81.6
Average carloads per train	7.0
1973 operating information:	
Number of round trips per year	270
Estimated time per round trip (hours)	5.0
Locomotive horsepower	1,500
Train crew size	4

*(Includes only traffic on segment.)

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report," indicated that a great deal of effort has been spent by the Berkshire Railroad Co. to obtain a charter to operate the Penn Central Berkshire line as a Class II short line railroad. Suggestions were made that passenger service should be reestablished between New York City and Berkshire communities. Rising Paper Co. and Home Gas Corp. were responsible for a total of 489 carloads at Van Deu-

senville, Mass. (Milepost 64.5). Lane Construction Co. of Sheffield, Mass. (Milepost 57.3) testified that they generated 333 carloads in 1973, mostly sand and gravel receipts from Westfield, Mass. The eleven shippers using the line between S. Lee and Ashley Falls, Mass., employ 540 people. There was no estimate of possible job loss related to rail service termination. In Canaan, Pfizer, Inc. and Becton-Dickinson have indicated that they will relocate their facilities if rail service is lost, threatening 570 people. Total population of Canaan is 931 people.

Information for Line Retention Decision

Revenue received by PC		$624,707
Average revenue per carload	$330	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	272,237	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	27,685	
Cost incurred beyond the branch line	386,384	
Total variable (avoidable) cost		686,304
Net contribution (loss): total		(61,599)
Average per carload	(33)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 3,500 crossties (an average of 150 crossties per mile). Although service to the entire line generates a loss, service to the line from Milepost 71.5 to Milepost 66.7 (serving shippers at South Lee, Stockbridge and Housatonic who generated 544 carloads in 1973) would generate $219,350 in revenue and $185,272 in costs with a resulting net contribution of $34,078 or $85 per carload.

Recommendation

It is recommended that the portion of the Canaan Secondary Track *between Milepost 71.5 and Milepost 66.7* be included in the ConRail System.

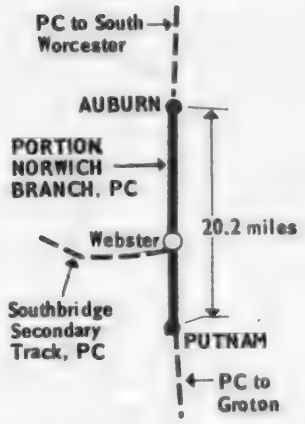
Preliminary Recommendation

It is *not* recommended that the portion of the Canaan Secondary Track *between Milepost 66.7 and Milepost 48.3* be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to 95,675 or $71 per carload. Recovery of costs would require approximately a 70 percent increase in traffic or a 125 percent rate increase over the 1973 levels.

PORTION OF THE NORWICH SECONDARY TRACK

USRA Line No. 678a

Penn Central



This portion of the Norwich Secondary Track, formerly part of the New Haven RR, extends from *Putnam, Conn.* (Milepost 45.8), to *Auburn, Mass.* (Milepost 66.0), a distance of *20.2 miles*, in Windham County, Connecticut and Worcester County, Massachusetts. Continuations of this line run from Auburn to South Worcester and from Putnam to Groton. The latter is also under study in this Report. At Webster (Milepost 54.9), this line connects with the Southbridge Secondary Track of the PC (also under study in this Report). This line, with the exception of a small portion near Putnam, was described as potentially excess in the U.S. DOT Report (see Zones 25, 26, and 29).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Grosvenordale	23
N. Grosvenordale	148
Webster	187
Oxford	58
Total carloads generated by the line	416
Average carloads per week	8.0
Average carloads per mile	20.6
Average carloads per train	4.0
1973 operating information:	
Number of round trips per year	104
Estimated time per round trip (hours)	5.0
Locomotive horsepower	1,500
Train crew size	3

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that the only wholesale grocer within an area of sixty miles

would be forced out of business if rail service to Webster is curtailed. According to correspondence from Edward Babula of the Selectman's Office, Town of Thompson, the town is planning an industrial park which they feel is vital to the future economic stability of the town. The discontinuation of rail service might well mean the end of this park.

A letter from Kevin P. Johnston, State Representative (Conn.) indicated that the loss of rail service in this area would result in the loss of many jobs in an area that is already economically depressed.

Attorneys for the Norwich and Worcester Railroad Co., lessor of this line to the Penn Central, have written to inform the U.S. Railway Association "that there is a real possibility of preservation of service upon the Norwich and Worcester line through re-acquisition of possession and control of that property by Norwich and Worcester and to urge that in its preliminary plan USRA should recognize the possibility of continued operation of the Norwich and Worcester line under private ownership and management, as set forth above."

Information for Line Retention Decision

Revenue received by PC		$149,724
Average revenue per carload	$360	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	174,933	
Cost of upgrading branch line to FRA Class I (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	103,860	
Total variable (avoidable) cost		278,793
Net contribution (loss): total		(129,069)
Average per carload	(310)	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph). The town of Oxford is planning an industrial park which will require future rail service.

Preliminary Recommendation

Although the preliminary recommendation is that this portion of the Norwich Branch, not be included in the ConRail System, the possibility of immediately increasing revenue must be explored before a final recommendation can be made. Without immediately increasing revenue, continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $129,069; $310 per carload. Recovery of costs would require approximately a 240 per cent increase in traffic or an 85 per cent rate increase over the 1973 levels.

DELAWARE

Intrastate

PC

USRA line number	Terminals
138a	Farnhurst to New Castle
159	Lewes Beach Track at Lewes
160	Broadkill to Lewes
161	Georgetown to Broadkill
162	Clayton to Smyrna

RDG

937	Montchanin to Rockland

Interstate

PC

Delaware to Maryland

147	Townsend, Del. to Massey, Md.
167	Indian River, Del. to Snow Hill, Md.
168	Seaford, Del. to Cambridge, Md.
169	Clayton, Del. to Easton, Md.

RDG

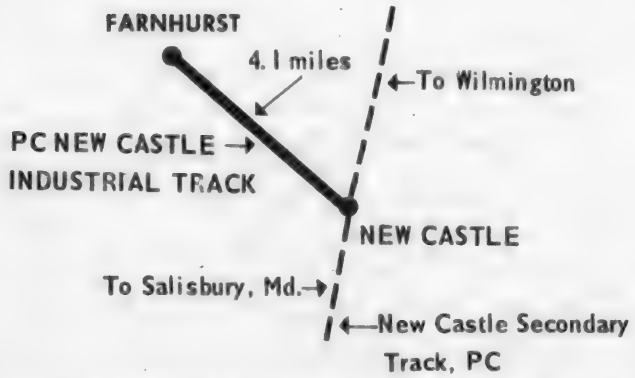
Delaware to Pennsylvania

907/939	Elsmere Junction, Del. to Elverson, Pa.

NEW CASTLE INDUSTRIAL TRACK

USRA Line No. 138a

Penn Central



The New Castle Industrial Track, formerly part of the Pennsylvania RR, extends from *Farnhurst* (Milepost 2.1), to *New Castle* (Milepost 6.2), a distance of *4.1 miles*, in New Castle County, Delaware. Between Milepost 2.1 and Milepost 4.1, the line has not been used since August 30, 1972, and has been physically removed. At New Castle, this line connects with the PC New Castle Secondary Tracks. This line was the former connection from the Wilmington Passenger Station to the Delmarva Branch. This line was not described as potentially excess to the U.S. DOT Report (see Zone 84).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Farnhurst	44
New Castle[1]	12
Total carloads generated by the line	56
Average carloads per week	1.1
Average carloads per mile	26.7
Average carloads per train	1.1
1973 operating information:	
Number of round trips per year	52
Estimated time per round trip (hours)	1.0
Locomotive horsepower	1,000
Train crew size	4

[1] Includes only traffic on segment.

Information Provided by RSPO, Shippers, Government Agencies

No information was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report."

Information for Line Retention Decision

Revenue received by PC		$12,737
Average revenue per carload	$227	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	18,839	
Cost of upgrading branch line to FRA Class I (1/10 of total upgrading cost)	7,071	
Cost incurred beyond the branch line	4,216	
Total variable (avoidable) cost		30,126
Net contribution (loss): total		(17,389)
Average per carload	(310)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I Track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include

the replacement of a total of 2,117 crossties (an average of 1,008 crossties per mile). An industrial park is being built on this line. Kaiser Aluminum has been shipping since late 1973.

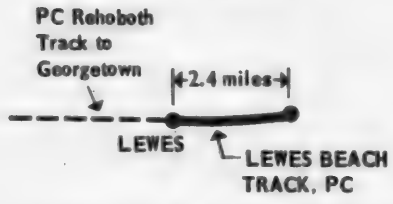
Preliminary Recommendation

Although the preliminary recommendation is that the New Castle Industrial Track not be included in the ConRail System, the possibility of immediately increasing revenue must be explored before a final recommendation can be made. Without immediately increasing revenue, continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $17,389 or $310 per carload. Recovery of costs would require approximately a 200-fold increase in traffic or a 140-percent rate increase over the 1973 levels.

LEWES BEACH TRACK

USRA Line No. 159

Penn Central



The Lewes Beach Track, formerly part of the Pennsylvania RR, extends from Milepost 0.0 to Milepost 2.4, a distance of *2.4 miles* at Lewes, Sussex County, Delaware. At Lewes this line connects with the PC Rehoboth Track, also under study in this Report. An application for abandonment of this line was filed with the ICC (Docket No. AB–5, Sub. 195); but no action has been taken. This line was not shown in the U.S. DOT Report (see Zone 85).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Lewes[1]	14
Total carloads generated by the line	14
Average carloads per week	0.3
Average carloads per mile	5.8
Average carloads per train	0.6
1973 operating information:	
Number of round trips per year	25
Estimated time per round trip (hours)	1
Locomotive horsepower	1,600
Train crew size	4

[1] Includes only traffic on segment.

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that this line could be abandoned.

Information for Line Retention Decision

Revenue received by PC		$7,561
Average revenue per carload	$540	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	18,370	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	5,258	
Cost incurred beyond the branch line	3,887	
Total variable (avoidable) cost		27,515
Net contribution (loss): total		(19,954)
Average per carload		(1,425)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 387 crossties (an average of 161 crossties per mile).

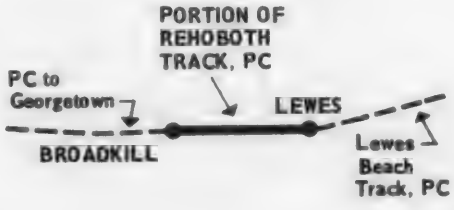
Preliminary Recommendation

It is *not* recommended that the Lewes Beach Track be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $19,954 or $1,425, per carload. Recovery of costs would require approximately a five-fold increase in traffic or a 265 percent rate increase over the 1973 levels. During 1973, normal service to the Delmarva Peninsula was interrupted by damage to the C&D Canal bridge and by reduced float service due to the drydocking of the float. This may have had an adverse impact on the rail traffic generated in the area, but NOT substantially enough to affect the recommendation.

PORTION REHOBOTH TRACK

USRA Line No. 160

Penn Central



This portion of the Rehoboth Track, formerly part of the Pennsylvania RR, extends from *Broadkill* (Milepost 30.0) to *Lewes, Del.* (Milepost 38.0), a distance of *8.0 miles*, in Sussex County, Delaware. At Broadkill, this line continues west to Georgetown, which line is also under study in this Report. It connects at Lewes with the Lewes Beach Track, which is also under study in this Report. In July, 1973, the PC applied to the ICC for permission to abandon this line; Docket No. AB–5, Sub. 195. This line was described as potentially excess in the U.S. DOT Report (see Zone 85).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Cool Spring	1
Nassau	31
Lewes[1]	90
Total carloads generated by the line	122
Average carloads per week	2.4
Average carloads per mile	15.3
Average carloads per train	1.2
1973 operating information:	
Number of round trips per year	100
Estimated time per round trip (hours)	4.0
Locomotive horsepower	1,600
Train crew size	4

[1] Includes only traffic on segment.

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report". Correspondence from Sherman W. Tribbett, Governor of Delaware, indicates this line should not be declared excess and be kept to support the Sussex County Industrial Park.

Information for Line Retention Decision

Revenue received by PC		$46,072
Average revenue per carload	$378	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	77,601	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	10,874	
Cost incurred beyond the branch line	34,566	
Total variable (avoidable) cost		123,041
Net contribution (loss): Total		(76,969)
Average per carload	(631)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 1114 crossties (an average of 139 crossties per mile).

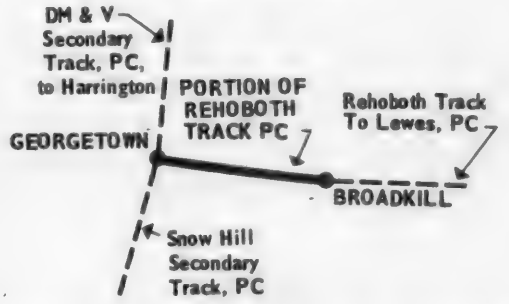
Preliminary Recommendation

It is *not* recommended that this portion of the Rehoboth Track be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $76,969 or $631 per carload. Recovery of costs would require approximately a sevenfold increase in traffic or a 165 percent rate increase over the 1973 levels. Costs may also be reduced by reducing frequency, although this alone, will NOT make the line viable. During 1973, normal service to the Delmarva Peninsula was interrupted by damage to the C&D Canal bridge and by reduced float service due to the drydocking of the float, This may have had an adverse impact on the rail traffic generated in the area, but NOT substantially enough to effect the recommendation.

PORTION OF THE REHOBOTH TRACK

USRA Line No. 161

Penn Central



This portion of the Rehoboth Track, formerly part of the Pennsylvania RR, extends from *Georgetown* (Milepost 23.9) to *Broadkill, Del.* (Milepost 30.0), a distance of *6.1 miles*, in Sussex County, Delaware. At Broadkill this line continues to Lewes. At Georgetown this line connects with the DM&V Secondary Track and the Snow Hill Secondary Track. The line from Broadkill to Lewes is also under study in this Report. This line was described as potentially excess in the U.S. DOT Report (see Zone 85).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Bennum	1
Broadkill	151
Total carloads generated by the line	152
Average carloads per week	2.9
Average carloads per mile	24.9
Average carloads per train	1.0
1973 operating information:	
Number of round trips per year	150
Estimated time per round trip (hours)	4
Locomotive horsepower	1,600
Train crew size	4

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that Sussex County has put up $143,783 of its own money, in concert with a $100,000 Economic Development Administration federal grant, to build rail spurs for a new industrial subdivision located just east of Georgetown. This spur is expected to add 750 cars per year to the line.

Information for Line Retention Decision

Revenue received by PC		$18,324
Average revenue per carload	$121	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	72,211	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	5,759	
Cost incurred beyond the branch line	18,360	
Total variable (avoidable) cost		96,330
Net contribution (loss): Total		(78,006)
Average per carload	(513)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 755 crossties (an average of 124 crossties per mile).

Preliminary Recommendation

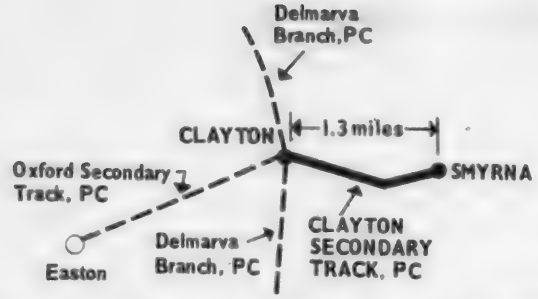
It is *not* recommended that this portion of the Rehoboth Track be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $78,006 or $513 per carload. Recovery of costs would require both an increase in traffic and rate increase over the 1973 levels. Costs may also be reduced by reducing frequency, although this alone, will NOT make the line viable. During 1973, normal service to the Delmarva Peninsula was interrupted by damage to the C&D Canal bridge and by reduced float service due to the drydocking of the float. This may have had an adverse impact on the rail traffic generated in the area, but NOT substantially enough to affect the recommendation.

CLAYTON SECONDARY TRACK

USRA Line No. 162

Penn Central

The Clayton Secondary Track, formerly part of the Pennsylvania RR, extends from *Clayton* (Milepost 0.0)



to *Smyrna, Del.* (Milepost 1.3), a distance of *1.3 miles*, in Kent County, Del. At Clayton, this line connects with the PC's Delmarva Branch and Oxford Secondary Track. The latter is also under study in this Report. This line was not shown in the U.S. DOT Report (See Zone 85).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Smyrna	41
Total carloads generated by the line	41
Average carloads per week	0.8
Average carloads per mile	31.5
Average carloads per train	0.8
1973 Operating Information:	
Number of round trips per year	50
Estimated time per round trip (hours)	1.0
Locomotive horsepower	1,600
Train crew size	4

Information Provided by RSPO, Shippers, Government Agencies

No information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report."

Information for Line Retention Decision

Revenue received by PC		$14,367
Average revenue per carload	$350	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	15,665	
Cost of upgrading branch line to FRA Class I (1/10 of total upgrading cost)	5,999	
Cost incurred beyond the branch line	12,507	
Total variable (avoidable) cost		33,771
Net contribution (loss): Total		(19,404)
Average per carload	(437)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track which has a maximum safe operating speed of 10 mph). Based on available information, this upgrading would include the replacement of a total of 693 crossties (an average of 533 crossties per mile).

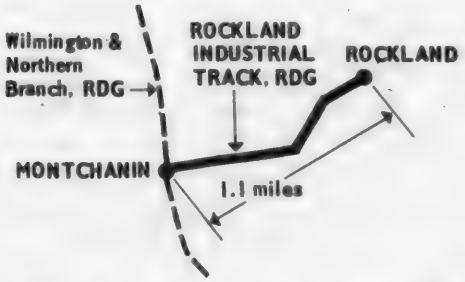
Preliminary Recommendation

It is *not* recommended that the Clayton Secondary Track be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $19,404 or $473 per carload. Recovery of costs would require approximately a ten-fold increase in traffic or a 135 percent rate increase over the 1973 levels. During 1973, normal service to the Delmarva Peninsula was interrupted by damage to the C&D Canal bridge and by reduced float service due to the drydocking of the float. This may have had an adverse impact on the rail traffic generated in the area, but not substantially enough to affect the recommendation.

ROCKLAND INDUSTRIAL TRACK

USRA Line No. 937

Reading



The Rockland Industrial Track, extends from *Montchanin* (Milepost 0.0), to *Rockland, Del.* (Milepost 1.1), a distance of *1.1 miles*, in New Castle County, Del. At Montchanin this line connects with the Reading's Wilmington & Northern Branch running from Wilmington, Del. to Birdsboro, Pa. A portion of this line is also under study in this Report. This line was not described as potentially excess in the U.S. DOT Report (see Zone 84).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Rockland	344
Total carloads generated by the line	344
Average carloads per week	6.6
Average carloads per mile	312.7
Average carloads per train	3.3
1973 Operating Information:	
Number of round trips per year	104
Estimated time per round trip (hours)	2.0
Locomotive horsepower	1,500
Train crew size	4

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report."

Information for Line Retention Decision

Revenue received by RDG		$27,883
Average revenue per carload	$81	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	31,445	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	31,406	
Total variable (avoidable) cost		62,851
Net Contribution (loss): total		(34,968)
Average per carload	(101)	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph).

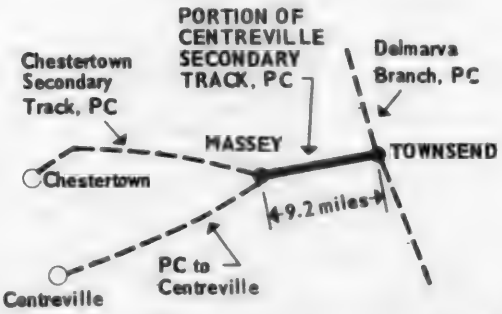
Preliminary Recommendation

It is *not* recommended that the Rockland Industrial Track be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $34,968 or $101 per carload. Recovery of costs would require both an increase in traffic and rate increase over the 1973 levels.

PORTION OF THE CENTREVILLE SECONDARY TRACK

USRA Line No. 147

Penn Central



This portion of the Centreville Secondary Track, formerly part of the Pennsylvania RR, extends from *Townsend, Del.* (Milepost 0.0), to *Massey, Md.* (Milepost 9.2), a distance of *9.2 miles*, in Kent County, Maryland and New Castle County, Delaware. At Massey the line continues south to Centreville and also connects with the P.C. Chestertown Secondary Track. It con-

nects with the Delmarva Branch of the Penn Central at Townsend. Both of these are also under study in this Report. This line was described as potentially excess in the U.S. DOT Report (see Zones 84 and 86).

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Service Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report."

Information for Line Retention Decision

This line does not directly serve any shippers. It is used as an overhead line to USRA line numbers 148 and 149. The preliminary recommendation for both of these lines is that they not be included in the ConRail System. Therefore, this line is not required by the ConRail System.

Preliminary Recommendation

It is *not* recommended that this portion of the Centreville Secondary Track be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy.

PORTION OF SNOW HILL SECONDARY TRACK

USRA Line No. 167

Penn Central

This portion of the Snow Hill Secondary Track, formerly part of the Pennsylvania RR, extends from *Indian River, Del.* (Milepost 12.8) to *Snow Hill, Md.* (Milepost 41.8), a distance of *29.0 miles*, in Sussex County, Del., and Worcester County, Md. At Berlin, this line connects with the Ocean City Western RR. At Indian River, the line continues north to Georgetown. This line (except for a portion at Indian River) was described as potentially excess in the U.S. DOT Report (see Zones 85 and 86).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Dagsboro	63
Frankford	187
Selbyville	70
Bishop	228
Showell	19
Berlin	543
Queponco	10
Snow Hill	1,066
Total carloads generated by the line	2,186
Average carloads per week	42.0
Average carloads per mile	73.4
Average carloads per train	8.7
1973 operating information:	
Number of round trips per year	250
Estimated time per round trip (hours)	8
Locomotive horsepower	1,600
Train crew size	4

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that the increased costs associated with the switch to truck freight would force business shutdowns and unemployment. Other testimony mentioned the unavailability of trucks, the great distances involved, and the high weight and volume of goods which trucks could not handle. Testimony also indicated that the entire segment from Dagsboro to Snow Hill should be considered as one line, and then the total carloads would be 2,294 per annum.

Information for Line Retention Decision

Revenue received by PC		$1,017,656
Average revenue per carload	$466	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	356,783	
Cost of upgrading branch line to FRA Class I (⅓ of total upgrading cost)	75,618	
Cost incurred beyond the branch line	689,192	
Total variable (avoidable) cost		1,121,593
Net contribution (loss): total		(103,937)
Average per carload	(48)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 15,466 crossties (an average of 533 crossties per mile). The loss now being generated by this line can be offset by a 30-percent growth in traffic or a 10-percent rate increase, or through a combination of

the two actions. Through shipper support, the line can be made financially self-sufficient.

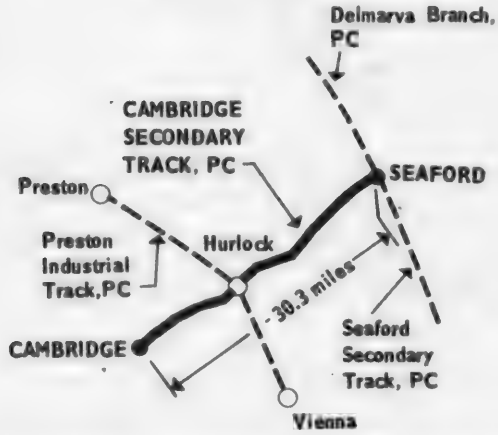
Recommendation

It is recommended that this portion of the Snow Hill Secondary Track be included in the ConRail System.

CAMBRIDGE SECONDARY TRACK

USRA Line No. 168

Penn Central



The Cambridge Secondary Track, formerly part of the Pennsylvania RR, extends from *Seaford Del.* (Milepost 1.2), to *Cambridge, Md.* (Milepost 31.5), a distance of *30.3 miles*, in Sussex County, Delaware and Dorchester County, Maryland. At Seaford, this line connects with Seaford Secondary Track and the Delmarva Branch of the PC. At Hurlock, Md. this line connects with the PC Preston Industrial Track running from Preston to Vienna. The latter line is also under study in this Report. This line was described as potentially excess in the U.S. DOT Report (see Zones 85 and 86).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Oak Grove	3
Dessard	3
Federalsburg	89
Williamsburg	14
Hurlock [1]	18
East New Market	65
Linkwood	12
Cambridge	1,366
Seaford [1]	6
Total carloads generated by the line	1,576
Average carloads per week	30.3
Average carloads per mile	52.0
Average carloads per train	7.9

1973 operating information:	
Number of round trips per year	200
Estimated time per round trip (hours)	12
Locomotive horsepower	1,200
Train crew size	4

[1] Includes only traffic on segment.

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that Connelly Containers, projecting 563 carloads, is planning a $300,000 expansion of this plant at Cambridge. Connelly estimated 424 carloads in 1973 but this was a low figure due to an accident which closed the bridge crossing the Chesapeake and Delaware Canal. R. J. Reynolds estimated 241 carloads in 1973 (bridge accident) and projected 754 carloads.

At St. Louis hearings, Joseph S. Dewey, Kerr-McGee Corp. (fertilizer) estimated annual rail tonnage at 15,300 and their economic survival is dependent on rail services.

Information for Line Retention Decision

Revenue received by PC		$702,808
Average revenue per carload	$446	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	366,998	
Cost of upgrading branch line to FRA class I (1/10 of total upgrading cost)	85,030	
Cost incurred beyond the branch line	491,246	
Total variable (avoidable) cost		943,274
Net contribution (loss): Total		(240,466)
Average per carload		(153)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track which has a maximum safe operating speed of 10 mph). Based on available information, this upgrading would include the replacement of a total of 18,497 crossties (an average of 610 crossties per mile).

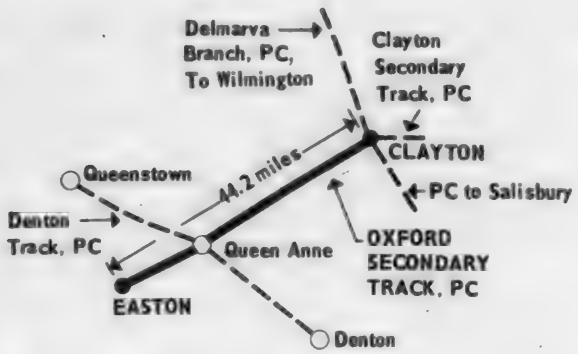
Preliminary Recommendation

Although the preliminary recommendation is that the Cambridge Secondary Track not be included in the ConRail System, the possibility of immediately increasing revenue must be explored before a final recommendation can be made. Without immediately increasing revenue, continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $240,466 or $153 per carload. Recovery of costs would require approximately a 115 percent increase in traffic or a 34 percent rate increase over the 1973 levels.

OXFORD SECONDARY TRACK

USRA Line No. 169

Penn Central



The Oxford Secondary Track, formerly part of the Pennsylvania RR, extends from *Clayton, Del.* (Milepost 0.0) to *Easton, Md.* (Milepost 44.2), a distance of *44.2 miles*, in Kent County, Delaware and Caroline, Queen Annes and Talbot Counties, Maryland. At Clayton, this line connects with the PC Delmarva Branch and the Clayton Secondary Track. At Queen Anne, the line connects with the Denton Track running from Denton to Queenstown. All of these lines except the first are also under study in this report. This line was described as potentially excess in the U.S. DOT Report (see Zones 85 and 86).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Kenton	10
Hartly	0
Marydel	82
Henderson	16
Goldsboro	9
Greensboro	23
Ridgely	87
Queen Anne	104
Cordova	43
Easton	891
Total carloads generated by the line	1,265
Average carloads per week	24.3
Average carloads per mile	28.6
Average carloads per train	5.1
1973 Operating Information:	
Number of round trips per year	250
Estimated time per round trip—hours	8.0
Locomotive horsepower	1,200
Train crew size	4

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" by Saulsbury Brothers, Inc. and Southern States Coop, Inc. indicated a belief that cessation of rail service over this line potentially could cause unemployment, retard the area's growth and cause fertilizer prices to increase.

Information for Line Retention Decision

Revenue received by PC		$621,506
Average revenue per carload	$491	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	447,106	
Cost of upgrading branch line to FRA Class I (1/10 of total upgrading cost)	125,684	
Cost incurred Beyond the branch line	441,600	
Total variable (avoidable) cost		1,014,387
Net contribution (loss): total		(392,881)
Average per carload:		(311)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 28,288 crossties (an average of 640 crossties per mile).

Preliminary Recommendation

It is *not* recommended that the Oxford Secondary Track be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $392,881 or $311 per carload. Recovery of costs would require approximately a two-fold increase in traffic or a 60 per cent rate increase over the 1973 levels. Costs may also be reduced by reducing frequency, although this alone will NOT make the line viable. During 1973, normal service to the Delmarva Peninsula was interrupted by damage to the C&D Canal bridge and by reduced float service due to the drydocking of the float. This may have had an adverse impact on the rail traffic generated in the area, but NOT substantially enough to affect the recommendation.

PORTION OF THE WILMINGTON & NORTHERN BRANCH

USRA Line No. 907/939

Reading

This portion of the Wilmington & Northern Branch, extends from *Elsmere Junction, Del.* (Milepost 2.9), to *Elverson, Pa.* (Milepost 51.7), a distance of *48.8 miles*, in New Castle County, Delaware and Chester County, Pa. This line continues north from Elverson to Birdsboro, and south from Elsmere Junction to Wilmington.

At Elsmere Junction, this line also connects with the Baltimore & Ohio's Philadelphia-Washington line. At Kentmere Junction, this line connects with the Reading line running to Kentmere. It also connects with the Reading's Rockland Industrial Track at Montchanin. Additionally, at Chadds Ford Junction, Pa., this line intersects the PC Octoraro Secondary Track; and at Coatesville, Pa., it connects with the PC line running from Philadelphia to Pittsburgh. Still another connection is made at Elverson with the Reading line running to Warwick. The Reading lines running to Kentmere, Rockland, and Warwick as well as the PC Octoraro Secondary Track are also under study in this Report. This line, except for the portions from Elsmere Junction to Montchanin and (as corrected March 1, 1974) from Modena to Coatesville, was described as potentially excess in the U.S. DOT Report (see Zones 66 and 84).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Elverson	42
Brandamore	9
Embreeville	1
Northbrook	2
Lenape	1
Pocopson	6
Montchanin	3
Greenville	21
Kennett Road	1
Newbridge	9
Silverbrook	5
Elsmere Jct	48
Wilmington	3,414
Delaware River Pier	64
Total carloads generated by the line	3,626
Average carloads per week	69.7
Average carloads per mile	74.3
Average carloads per train	11.6
1973 operating information:	
Number of round trips per year	312
Estimated time per round trip (hours)	4.0
Locomotive horsepower	2,500
Train crew size	4

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicates that many shippers testified about this line particularly at Modena and Coatesville. These two stations were not included on this line segment as they will receive service from the PC line.

Information for Line Retention Decision

Revenue received by RDG		$762,498
Average revenue per carload	$211	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	610,302	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	366,934	
Total variable (avoidable) cost		977,236
Net contribution (loss): total		(214,738)
Average per carload		(60)

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.).

Lenape Forge is expanding its plant and projects over 300 carloads per year.

Preliminary Recommendation

It is *not* recommended that this portion of the Wilmington & Northern Branch be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $214,738 or $60 per carload. Recovery of costs would require approximately a 54 percent increase in traffic or a 28 percent rate increase over the 1973 levels. It is expected that the Wilmington traffic can be handled by ConRail or Chessie.

ILLINOIS

Intrastate

PC

line number USRA	Terminals
415	Matteson to Frankfort
422	Depue Junction to Depue
434	Howe to PC Junction
434a	PC Junction to Churchill
435	Ladd Junction to Zearing (BN Trackage Rights)
570a	Lenox to East Alton
605	Danville to Paris
605a	Paris to Hutsonville
605b	Hutsonville to Robinson
606	Robinson to Mount Carmel
606a	Mount Carmel to Harrisburg
607	Harrisburg to Olmsted
607b	Harrisburg to Delta Mine
609	Paris to Decatur
610/610a	Maroa to Decatur (ICG Trackage Rights)
611	Maroa to Waynesville
611b	East Peoria to Atlanta
617	Danville to Urbana
617a	Pekin to East Peoria (P&PU Trackage Rights)
617b	Urbana to Bloomington
617c	Bloomington to Pekin
618a	Paris to Mattoon
618b	Mattoon to Hillsboro
670	East St. Louis to Hillsboro

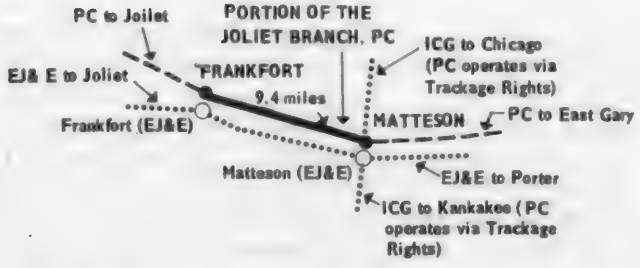
Interstate

For Illinois to Indiana interstate lines, refer to Page 431 under Indiana.

PORTION OF THE JOLIET BRANCH

USRA Line No. 415

Penn Central



This portion of the Joliet Branch, formerly part of the New York Central RR, extends from *Matteson* (Milepost 24.8) to *Frankfort, Ill.* (Milepost 34.2), a distance of *9.4 miles*, in Cook and Will Counties, Ill. A continuation of this line extends to Joliet from Frankfort. At Matteson, this line connects with the Illinois Central Gulf RR Main Line to Chicago (PC operates over this line from Kankakee via trackage rights). The PC connection (via trackage rights) and the continuations of this line are also under study in this report. This line was not described as potentially excess in the U.S. DOT Report (see Zone 131).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Frankfort	138
Total carloads generated by the line	138
Average carloads per week	2.7
Average carloads per mile	18.7
Average carloads per train	2.8
1973 operating information:	
Number of round trips per year	50
Estimated time per round trip (hours)	6.0
Locomotive horsepower	1,500
Train crew size	5

Information Provided by RSPO, Shippers, Government Agencies

No specific information was provided on this line at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report." However, a long-range transportation plan for the Chicago metropolitan region suggests that this line of the Penn Central should be abandoned and service continued by the parallel Elgin Joliet & Eastern Ry between Joliet and Hobart. This recommendation was published by the Chicago Area Transportation Study in February 1974 and adopted as an official planning document on June 21, 1974. The plan calls for the use of the PC right-of-way as an energy corridor for pipelines and electric utility transmission lines. The plan suggests that shippers and local governments could maintain existing service at their own initiative.

Information for Line Retention Decision

Revenue received by PC	$22,924
Average revenue per carload	$166

Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	68,462	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	14,116	
Cost incurred beyond the branch line	16,544	
Total variable (avoidable) cost		99,544
Net contribution (loss): total		(76,620)
Average per carload		(555)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 2,300 crossties (an average of 310 crossties per mile).

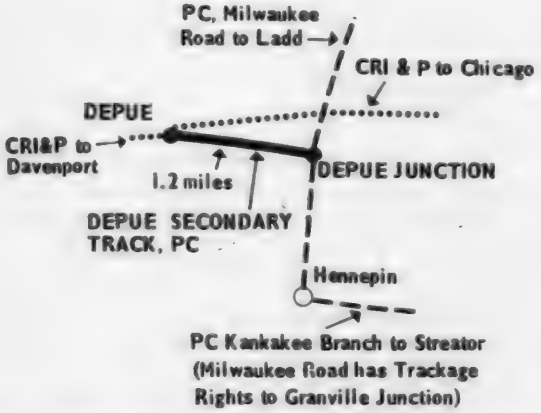
Preliminary Recommendation

It is *not* recommended that this portion of the Joliet Branch be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $76,620 or $555 per carload. Recovery of costs would require approximately a twelvefold increase in traffic or a 330 percent rate increase over the 1973 levels.

DEPUE SECONDARY TRACK

USRA Line No. 422

Penn Central


PC, Milwaukee Road to Ladd
CRI & P to Chicago
DEPUE
CRI&P to Davenport
1.2 miles
DEPUE JUNCTION
DEPUE SECONDARY TRACK, PC
Hennepin
PC Kankakee Branch to Streator (Milwaukee Road has Trackage Rights to Granville Junction)

The Depue Secondary Track, formerly part of the New York Central RR, extends from *Depue Junction* (Milepost 0.0) to *Depue, Ill.* (Milepost 1.2), a distance of *1.2 miles*, in Bureau County, Illinois. At Depue Junction, this line connects with the PC Kankakee Branch, over which the Chicago, Milwaukee, St. Paul, and Pacific has trackage rights. It also connects with the Chicago, Rock Island & Pacific at Depue. This line is used to interchange with the Chicago, Rock Island and Pacific at Depue. This line was not described as potentially excess in the U.S. DOT Report (see Zone 134).

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report."

Information for Line Retention Decision

This line is used to interchange traffic with the Chicago, Rock Island and Pacific Railroad. This interchange can be provided at Peoria, East St. Louis, or Chicago.

Preliminary Recommendation

It is *not* recommended that this portion of the Depue Secondary Track be included in the ConRail System.

PORTION OF THE KANKAKEE BRANCH

USRA Line No. 434

Penn Central

Milwaukee to Davis Junction
BN to Zearing (PC has Trackage Rights)
PC to Churchill
PC Junction
LADD JUNCTION
LX
BN to Streator
6.1 miles
PORTION OF THE KANKAKEE BRANCH, PC (via Trackage Rights over C & NW between LX and Seatonville)
Seatonville
HOWE
CRI & P to Chicago
Depue
Depue Junction
CRI & P to Davenport and Peoria
PC to Streator (Milwaukee has Trackage Rights to Granville Junction)

This portion of the Kankakee Branch, formerly part of the New York Central RR, extends from *Howe* (Milepost 188.3) to *Ladd Junction, Ill.* (Milepost 194.4), a distance of *6.1 miles*, in Bureau County, Illinois. At Howe, this line continues east to Streator. At Seatonville Junction, the Chicago, Milwaukee, St. Paul & Pacific connects. (C&NW owns the portion (M.P. 192.2 to M.P. 193.8) from Seatonville Junction to LX; PC operates via trackage rights.) At Ladd Junction, the leg of the wye to PC Junction provides a connection to the Burlington Northern with PC Trackage

rights to Zearing, the Chicago, Milwaukee, St. Paul & Pacific Line to Davis Junction and the Burlington Northern to Streator. The PC–BN Trackage Rights to Zearing and the PC Churchill Secondary Track are also under study in this Report. The Chicago, Milwaukee, St. Paul and Pacific has trackage rights over PC Seatonville Junction to Granville Junction. This line was described as potentially excess in the U.S. DOT Report (see Zone 134).

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report."

Information for Line Retention Decision

This line is used to interchange traffic with the CMS& P&P and the C&NW also operates over this line via trackage rights. This traffic can be interchanged at Chicago.

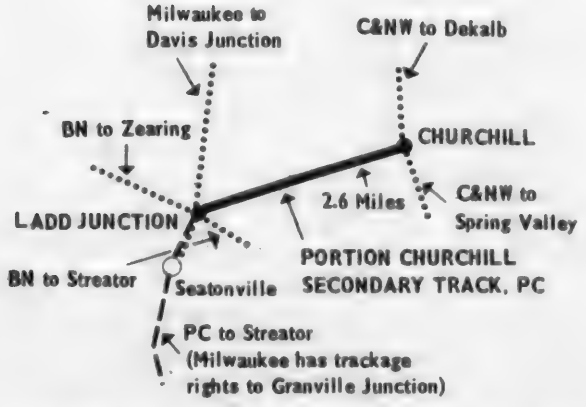
Preliminary Recommendation

It is *not* recommended that this portion of the Kankakee Branch be included in the ConRail System.

PORTION OF THE CHURCHILL SECONDARY TRACK

USRA Line No. 434a

Penn Central



This portion of the Churchill Secondary Track, formerly part of the Pennsylvania RR, extends from *Ladd Junction* (Milepost 194.3) to *Churchill, Ill.* (Milepost 196.9), a distance of *2.6 miles*, in Bureau County, Ill. A continuation of this line extends southwestward to Hennepin. This line connects with the Chicago, Milwaukee, St. Paul and Pacific Railroad to Mendota at Ladd Junction. It also connects with the Chicago and North Western line to Sycamore. A portion of this line was described as potentially excess in the U.S. DOT Report.

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report."

Information for Line Retention Decision

This line is used to serve USRA Segment No. 435. The preliminary recommendation for Segment 435 is that it not be included in the ConRail System.

Preliminary Recommendation

It is *not* recommended that this portion of the Churchill Secondary Track be included in the ConRail System.

PC TRACKAGE RIGHTS OVER BURLINGTON NORTHERN

USRA Line No. 435

Penn Central

These PC trackage rights over the Burlington Northern extend from *Ladd Junction* (Milepost 193.8) to *Zearing, Ill.* (Milepost 200.4), a distance of *6.6 miles*, in Bureau County, Illinois. This line is owned by the Burlington Northern; PC operates over it by trackage rights. At Ladd Junction, this line connects with the

PC Kankakee Branch to Streator, and the Chicago, Milwaukee, St. Paul and Pacific to Davis Junction. At Zearing, it connects with the Burlington Northern to Chicago and Galesburg. It also connects with PC's Churchill Secondary Track at Ladd Junction, which is also under study in this Report. A portion of the PC Kankakee Branch is also under study in this Report. This line was described as potentially excess in the U.S. DOT Report (see Zone 134).

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report."

Information for Line Retention Decision

PC trackage rights over this line are used to interchange traffic with the BN. This interchange can be undertaken at East St. Louis, Peoria, Streator, or Chicago.

Preliminary Recommendation

It is *not* recommended that trackage rights over this portion of the BN be included in the ConRail System.

EAST ALTON BRANCH ICG RR JOINT

USRA Line No. 570a

Penn Central

ICG to Chicago
BN to Galesburg
BN to West Alton
EAST ALTON
ICG to Alton
Illinois Terminal RR to Mont
Illinois Terminal RR to Alton
Reuters
Wood River
Illinois Terminal To St. Louis
8.6 miles
PC to Terre Haute (C&EI has Trackage Rights to Pana)
EAST ALTON BRANCH, PC (PAIRED TRACK ARRANGEMENT WITH ICG)
N&W to Chicago
LENOX
PC-ICG Joint Track to East St. Louis
Alton & Southern Ry to Exermont
N&W to East St. Louis

The East Alton Branch, formerly part of the New York Central RR, extends from *East Alton* (Milepost 241.3) to *Lenox, Ill.* (Milepost 249.9), a distance of *8.6 miles*, in Madison County, Ill. This line of the Penn Central is operated as a paired track railroad with PC owning one of the two tracks and ICG the other. The segment is part of ICG's Chicago-St. Louis Main Line. BN also has trackage rights over the line. This line was not described as potentially excess in the U.S. DOT Report (see Zone 323).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
East Alton	794
Total carloads generated by the line	794
Average carloads per week	15.3
Average carloads per mile	92.3
Average carloads per train	2.6
1973 operating information:	
Number of round trips per year	300
Estimated time per round trip (hours)	10
Locomotive horsepower	1,500
Train crew size	4

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report".

Information for Line Retention Decision

Revenue received by PC		$449,399
Average revenue per carload	$566	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	226,162	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	186,714	
Total variable (avoidable) cost		412,876
Net contribution (loss): total		36,523
Average per carload	46	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track which has a maximum safe operating speed of 10 m.p.h.).

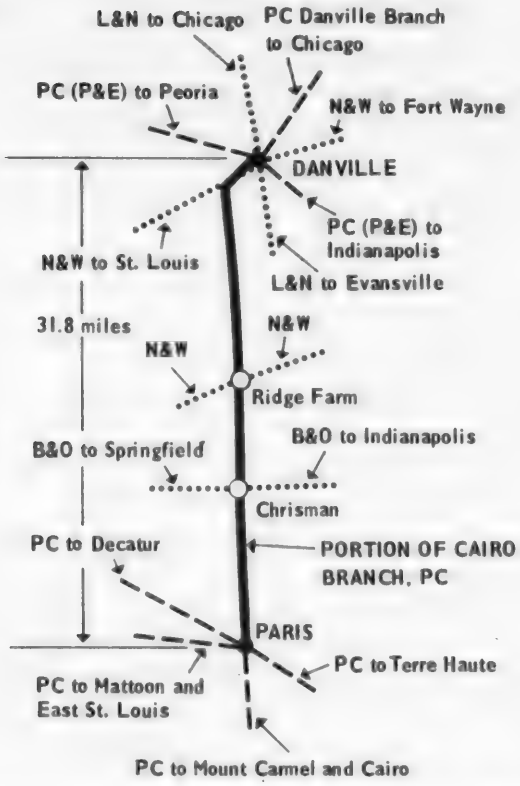
Recommendation

It is recommended that the East Alton Branch be included in the ConRail System.

PORTION OF THE CAIRO BRANCH

USRA Line No. 605

Penn Central



This portion of the Cairo Branch, formerly part of the New York Central RR, extends from *Danville* (Milepost 5.3), to *Paris, Ill.* (Milepost 37.1), a distance of *31.8* miles, in Vermilion and Edgar Counties, Illinois. At Danville, this line connects with a Norfolk & Western Main Line, the Louisville & Nashville to Chicago and Evansville, and the Peoria & Eastern line of the PC, the Norfolk & Western Ry at Ridge Farm, the Baltimore & Ohio RR at Chrisman, and the PC Peoria Secondary Track as well as the PC line from Lenox to Davis at Paris. At Paris, it continues south to Cairo. The continuations from Danville to Chicago and Paris to Cairo, the PC Peoria & Eastern line, and the PC Lenox to Davis line are also under study in this Report. This line was described as potentially excess in the U.S. DOT Report (see Zones 139 and 141).

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that Lauhoff Grain Co. averages 4,000 carloads per year in and out of Danville via PC. It was also reported that a new duPont plan may open on this line, but no location was given in the testimony. Illinois Power Co. has a power station at Vermilion Grove which would be left without direct rail service if this line were abandoned. This plant does not receive coal by rail, but does require the use of rail for replacement of its 155-ton turbine generators.

Information for Line Retention Decision

This line is required for through freight service, therefore local rail service will be provided to all shippers located on the line.

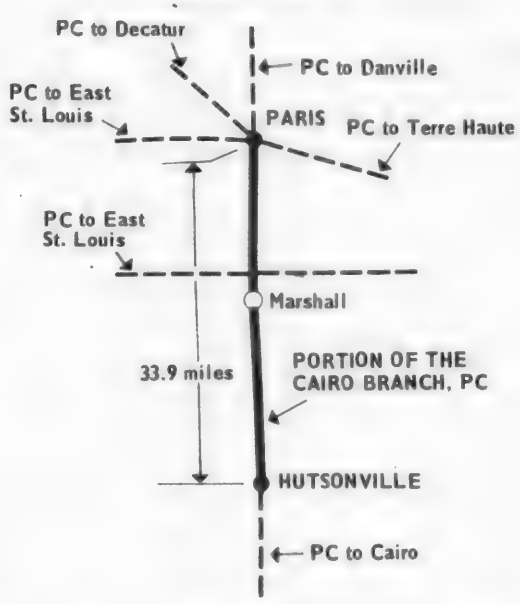
Recommendation

It is recommended that this portion of the Cairo Branch be included in the ConRail System.

PORTION OF THE CAIRO BRANCH

USRA Line No. 605a

Penn Central



This portion of the Cairo Branch, formerly part of the New York Central RR, extends from *Paris* (Milepost 37.1) to *Hutsonville, Ill.*, (Milepost 71.0), a distance of *33.9 miles*, in Edgar, Clark, and Crawford Counties, Ill. At Paris, the line continues north to Danville and Indiana Harbor, Ind., and at Hutsonville the line continues south to Cairo. Also at Paris, the line connects with the PC Peoria Secondary Track and the PC Lenox-to-Davis line to East St. Louis and Terre Haute. The two connecting lines, the PC Lenox-to-Davis line, and the PC Peoria Secondary Track are also under study in this Report. This line was described

as potentially excess in the U.S. DOT Report (see Zone 139).

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that Illinois Cereal Mills, Inc. of Paris was particularly concerned with the effect that abandonment of this line would have on the city of Paris. Frank B. Tatara, Traffic Manager for Illinois Cereal Mills, noted that all lines leading into Paris have been designated potentially excess except for a line from Paris southeast to Farrington. His firm generated 10,196 carloads in 1973. Additionally, he reported that his firm would be forced to cease operations if the DOT Report recommendations were implemented.

An evaluation of coal reserves by USRA staff indicates that this line is currently used as a high volume through-route for coal shipments.

Further testimony by Clark Service Co. of Marshall indicated that they would have shipped 100 carloads in 1973 had they been available.

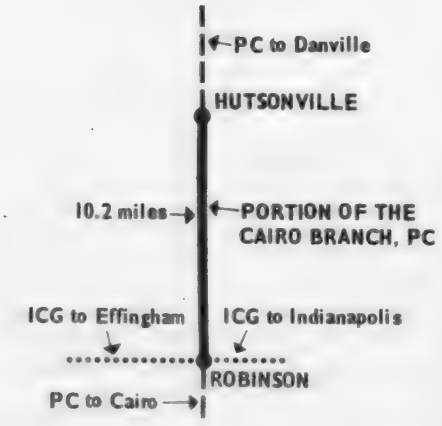
Preliminary Recommendation

It is *not* recommended that this portion of the Cairo Branch be included in the ConRail System. ConRail will utilize this line only if Southern Illinois coal traffic cannot be rerouted.

PORTION OF THE CAIRO BRANCH

USRA Line No. 605b

Penn Central



This portion of the Cairo Branch, formerly part of the New York Central RR, extends from *Hutsonville* (Milepost 71.0) to *Robinson, Ill.* (Milepost 81.2), a distance of *10.2 miles*, in Crawford County, Ill. At Hutsonville, the line continues north to Danville and at Robinson, south to Cairo. A connection is made with the Illinois Central Gulf at Robinson. Both continuations are also under study in this Report. This line was not described as potentially excess in the U.S. DOT Report (see Zone 141).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Hutsonville	2,143
Trimble	11
Robinson [1]	45
Total carloads generated by the line	2,199
Average carloads per week	42.3
Average carloads per mile	215.6
Average carloads per train	7.3
1973 operating information:	
Number of round trips per year	300
Estimated time per round trip (hours)	1.5
Locomotive horsepower	4,000
Train crew size	4

[1] Includes only traffic on segment.

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicates that Central Electric Public Service Company's plant at Hutsonville receives over 2,600 carloads per year.

Information for Line Retention Decision

Revenue received by PC		$368,801
Average revenue per carload	$168	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	133,755	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	11,229	
Cost incurred beyond the branch line	286,660	
Total variable (avoidable) cost		431,714
Net contribution (loss): total		(62,913)
Average per carload	(29)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 1,175 crossties (an average of 115 crossties per mile).

This line needs major rehabilitation, beyond the estimates shown above.

Preliminary Recommendation-

It is *not* recommended that this portion of the Cairo Branch be included in the ConRail System. The line will be utilized for through movements only if alternative routes using parallel carriers cannot be arranged.

PORTION OF CAIRO BRANCH

USRA Line No. 606

Penn Central

This portion of the Cairo Branch, formerly part of the New York Central RR, extends from *Robinson* (Milepost 81.2) to *Mount Carmel, Ill.* (Milepost 126.3), a distance of *45.1 miles*, in Crawford, Lawrence, and Wabash Counties, Ill. At Robinson, this line continues north to Danville and, at Mount Carmel, south to Cairo. Other connections are: the Illinois Central Gulf RR at Robinson; the Baltimore-Ohio RR at Lawrenceville; the Southern Railway at Mount Carmel, and the PC Evansville Secondary Track at Mount Carmel. The continuations of this line as well as the PC Evansville Secondary Track are also under study in this Report. This line was described as potentially excess in the U.S. DOT Report (see Zone 141).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:

Robinson [1]	1,493
Flat Rock	111
Pinkstaff	16
Lawrenceville	275
Allendale	39
Mt. Carmel [1]	566
Total carloads generated by the line	2,500
Average carloads per week	48.1
Average carloads per mile	55.4
Average carloads per train	8.3

1973 Operating Information:

Number of round trips per year	300
Estimated time per round trip (hours)	5.5
Locomotive horsepower	4,000
Train crew size	4

[1] Includes only traffic on segment.

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that Pacific Press & Shear of Mt. Carmel ships about 2,700 tons of steel plate and 1,200 tons of heavy machinery per year. They would be willing to abandon this segment provided the company or the Southern Railway (the plant is located within 1500 feet of the junction of the PC and Southern tracks) would obtain possession of the land and tracks owned by PC between the plant and the Southern tracks. In addition, the company demanded a guaranteed service agreement with Southern.

The Amoco Oil Co. also of Mt. Carmel depends upon rail service for shipments of inbound goods. Should this service be curtailed, the firm would be forced to relocate.

Testimony by William R. Imel, General Chairman, U.T.U. General Committee of Adjustment, stated that this line serves coal mines in southern Indiana and Illinois.

E. W. Pearson, President of the Pacific Press & Shear Company, in a letter to the Interstate Commerce Commission (forwarded to USRA) conveyed much the same information reported at the RSPO hearings. He also indicated that much of his inbound and outbound shipments can be transported via rail only necessitating continued service.

Information for Line Retention Decision

Revenue received by PC		$726,760
Average revenue per carload	$291	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	471,805	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	44,448	
Cost incurred beyond the branch line	282,172	
Total variable (avoidable) cost		797,925
Net contribution (loss): total		(71,165)
Average per carload	(28)	

The line requires major rehabilitation. Through traffic will be rerouted if possible and this segment will be isolated. To minimize this proposed service loss, alternate routings for coal destined to the power plant at Robinson will be explored.

Recommendation

It is *not* recommended that this portion of the Cairo Branch be included in the ConRail System.

PORTION OF THE CAIRO BRANCH

USRA Line No. 606a

Penn Central

This portion of the Cairo Branch extends from *Mount Carmel* (Milepost 126.3), to *Harrisburg, Ill.* Milepost 188.7), a distance of *62.4 miles*, in Wabash, Edwards, White, Gallatin, and Saline Counties, Ill. At Mount Carmel, this line continues north to Danville, and at Harrisburg, south to Cairo. In addition, the line connects with the Southern Ry. St. Louis-Louisville Line at Mount Carmel, the Illinois Central Gulf to Mattoon and Evansville at Grayville, the Lousville & Nashville at Carmi and Eldorado, the Baltimore & Ohio Shawneetown Branch at Norris City, the PC Saline Valley Branch at Harrisburg, and the PC Evansville Secondary Track at Mt. Carmel. Another connection is also made with the Illinois Central Gulf at Eldorado. The line's continuations at Mount Carmel and Harrisburg are also under study in this Report as is the PC Saline Valley Branch and Evansville Secondary Track. This line (except for the portion from Eldorado) was described as potentially excess in the U.S. DOT Report (see Zones 141 and 146).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:

Keensburg	67
Grayville	129
Crossville	66
Carmi	147
Norris City	1
Eldorado	1,745
Mt. Carmel [1]	135
Total carloads generated by the line	2,290
Average carloads per week	44.0
Average carloads per mile	36.7
Average carloads per train	7.6

1973 operating information:

Number of round trips per year	300
Estimated time per round trip (hours)	12
Locomotive horsepower	4,000
Train crew size	4

[1] Includes only traffic on this segment.

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that Harry Eggert, Sales Manager of Sahara Coal Co., stated that his firm has three bituminous coal mines at Harrisburg. The coal is destined for points north of Harrisburg. He noted that the Illinois Central Gulf would still serve his mine if PC service were curtailed, but he pointed out that the ICG does not have a sufficient amount of open-top hopper cars to satisfy his firm's needs. Consequently, the firm may be forced to cut back production resulting in employee layoffs.

Additional testimony provided by the Peabody Coal Co. indicated that if service were curtailed the firm would be unable to supply the Central Illinois Public Service Co. facility, at Hutsonville.

Additionally, Sugar Creek Produce in Harrisburg reported shipment of 40 carloads in 1973 and Lemont Fertilizer Co. of Crossville shipped 850 carloads in 1973.

An evaluation of coal reserves by USRA staff indicates that this line is currently used as a high volume through-route for coal shipments.

Information for Line Retention Decision

Revenue received by PC		$458,607
Average revenue per carload	$200	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	737,601	
Cost of upgrading branch line to FRA Class I: 1/10 of total upgrading cost)	62,688	
Cost incurred beyond the branch line	297,552	
Total variable (avoidable) cost		1,097,841
Net contribution (loss): total		(639,234)
Average per carload	(279)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 5,600 crossties (an average of 90 crossties per mile).

There are major coal reserves on the south end of this segment. The line, however, requires major rehabilitation and therefore efforts will be made to reroute traffic.

Preliminary Recommendation

It is *not* recommended that this portion of the Cairo Branch be included in the ConRail System *except* between Mt. Carmel and Eldorado. ConRail should operate this segment as a through segment only if unable to reroute through coal traffic.

PORTION OF THE CAIRO BRANCH

USRA Line No. 607

Penn Central

This portion of the Cairo Branch, formerly part of the New York Central RR. extends from *Harrisburg* (Milepost 188.7) to *Olmsted, Ill.* (Milepost 244.8), a distance of *56.1 miles*, in Saline, Williamson, Johnson, Massac, and Pulaski Counties, Ill. At Harrisburg, this line continues north to Danville, and at Olmsted, south to Cairo. The line also connects with the PC Saline Valley Branch at Harrisburg, the Illinois Central Gulf to Edgewood just north of Stonefort, the Burlington Northern at Forman; and the Chicago-Eastern Illinois RR at Karnak. The continuations at Harrisburg and Olmsted, and the PC Saline Valley Branch are also under study in this Report. This line except for the portion from Harrisburg to Stonefort was described as potentially excess in the U.S. DOT Report (see Zone 146).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Ledford	398
Stonefort	7,518
New Burnside	16
Tunnel Hill	2
Vienna	30
Belknap	6
Karnak	4
Grand Chain	8
Harrisburg[1]	83
Total carloads generated by the line	8,065
Average carloads per week	155.1
Average carloads per mile	143.8
Average carloads per train	80.7
1973 operating information:	
Number of round trips per year	100
Estimated time per round trip (hours)	9.0
Locomotive horsepower	4,000
Train crew size	4

[1] Includes only traffic on segment.

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that The Electric Energy Corporation expressed strong opposition to the abandonment of this line. They have been supplying 50 percent of the electric energy used in gaseous diffusion by the Atomic Energy Commission.

Information for Line Retention Decision

Revenue received by PC		$1,532,224
Average revenue per carload	$190	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	654,866	
Cost of upgrading branch line to FRA class I (1/10 of total upgrading cost)	47,620	
Cost incurred beyond the branch line	985,111	
Total variable (avoidable) cost		1,660,997
Net contribution (loss): Total		(128,773)
Average per carload	(15)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 4,960 crossties (an average of 88 crossties per mile).

Although service to the entire line generates a loss, a 105-percent growth in traffic or an 8-percent rate increase would make this portion of the line financially self sufficient.

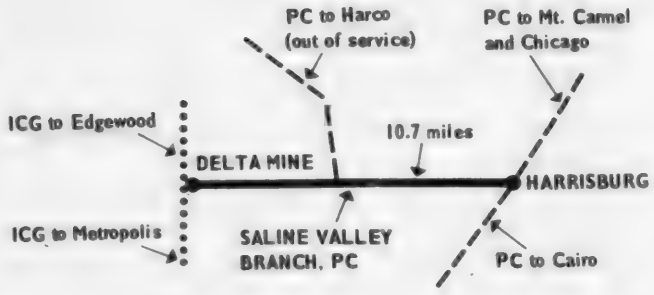
Recommendation

It is recommended that this portion of the Cairo Branch be included in the ConRail System. Because of the poor condition of much of the track from Paris, Ill. south, trackage rights for the alternative movement of through traffic will be explored.

SALINE VALLEY BRANCH

USRA Line No. 607b

Penn Central



The Saline Valley Branch, formerly part of the New York Central RR, extends from *Harrisburg* (Milepost 0.0), to *Delta Mine, Ill.* (Milepost 10.7), a distance of *10.7 miles*, in Saline County, Illinois. At Harrisburg, this line connects with the PC's Cairo Branch, which is also under study in this Report. It connects midway with PC's Harco Branch which has not been used for a number of years other than for car storage. It, too, is under study in this Report. Delta Mine is also served by Illinois Central Gulf. This line was not described as potentially excess in the U.S. DOT Report (see Zone 146).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Delta Mine	1
Harrisburg[1]	19,248
Total carloads generated by the line	19,249
Average carloads per week	370.2
Average carloads per mile	1,815.8
Average carloads per train	38.5
1973 operating information:	
Number of round trips per year	500
Estimated time per round trip (hours)	4.0
Locomotive horsepower	4,000
Train crew size	5

[1] Includes only traffic on segment.

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report".

Information for Line Retention Decision

Revenue received by PC		$3,822,730
Average revenue per carload	$199	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	446,444	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	15,743	
Cost incurred beyond the branch line	2,351,356	
Total variable (avoidable) cost		2,813,543
Net contribution (loss): total		1,009,187
Average per carload	52	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 2,200 crossties (an average of 206 crossties per mile).

An evaluation of coal reserves by USRA staff indicates that there are active loading facilities on this line and traffic is expected to increase.

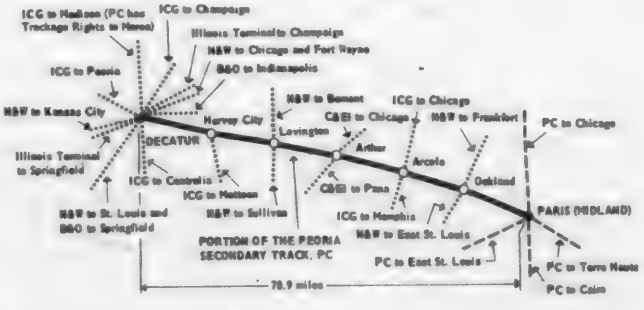
Recommendation

It is recommended that the Saline Valley Branch be included in the ConRail System. Because of the poor condition of much of the track from Paris, Ill. south, trackage rights for the alternative movement of through traffic will be explored.

PORTION OF PEORIA SECONDARY TRACK

USRA Line No. 609

Penn Central



This portion of the Peoria Secondary Track, formerly part of the Pennsylvania RR, extends from *Paris* (Milepost 21.3) to *Decatur, Ill.* (Milepost 92.2), a distance of *70.9 miles*, in Edgar, Coles, Douglas, Moultrie, and Macon Counties, Illinois. At Decatur, this line continues to Peoria. Connections are: at Paris, the Cairo Branch and the Lenox-to-Davis Line, both PC, the Norfolk & Western Ry's Frankfort-St. Louis line at Oakland, the Illinois Central Gulf to Chicago and Cairo at Arcola, the C&EI to Chicago and Chaffee, the Norfolk & Western to Bement and Sullivan at Lovington, the Chicago & Eastern Illinois at Arthur, and the Illinois Central Gulf to Mattoon at Hervey City. From Hervey City to Maroa, the PC operates via trackage rights over the Illinois Central Gulf. Additionally, at Decatur, this line connects with the Norfolk & Western to Chicago, Ft. Wayne and St. Louis; Illinois Central Gulf lines to Freeport, Urbana and Centralia and Lincoln, the Baltimore & Ohio to Springfield and Indianapolis and the Illinois Terminal RR and the Norfolk & Western to Springfield. The PC Cairo Branch, the PC Lenox-to-Davis line and the continuation at Decatur are also under study in this Report. This line was described as potentially excess in the U.S. DOT Report (see Zones 141 and 142).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Redmon	13
Borton	26
Oakland	63
Mindsboro	74
Kemp	80
Filson	1
Arcola	1
Chesterville	1
Arthur	166
Fairbanks	47
Lovington	294
Lake City	172
Prairie Hall	148
Mount Zion	0
Turpin	1
Total carloads generated by the line	1,087
Average carloads per week	20.9
Average carloads per mile	15.3
Average carloads per train	4.4
1973 operating information:	
Number of round trips per year	250
Estimated time per round trip (hours)	8.5
Locomotive horsepower	1,750
Train crew size	5

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that the Farmers Cooperative Grain Company shipped 113 carloads of corn in 1972 and 157 carloads in 1973. In 1974, the company expected to ship 180 carloads. The Haplace Cooperative Grain Company ships 526 carloads of grain and beans per year over this line. Additionally, the Moultrie Grain Association generated 286 carloads in 1973, and the firms projected 1974 shipments totaled 450 carloads. Testimony submitted by Frank B. Tatera, Traffic Manager, Illinois Cereal Mills, Inc. (this firm received the equivalent of 604 carloads from stations on this line in 1973) recommends a review of all lines in and out of Paris.

Information for Line Retention Decision

Revenue received by PC		$243,028
Average revenue per carload	$224	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	609,848	
Cost of upgrading branch line to FRA Class I (1/10 of total upgrading cost)	91,360	
Cost incurred beyond the branch line	126,699	
Total variable (avoidable) cost		827,907
Net contribution (loss): Total		(584,879)
Average per carload	(538)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 12,000 crossties (an average of 189 crossties per mile).

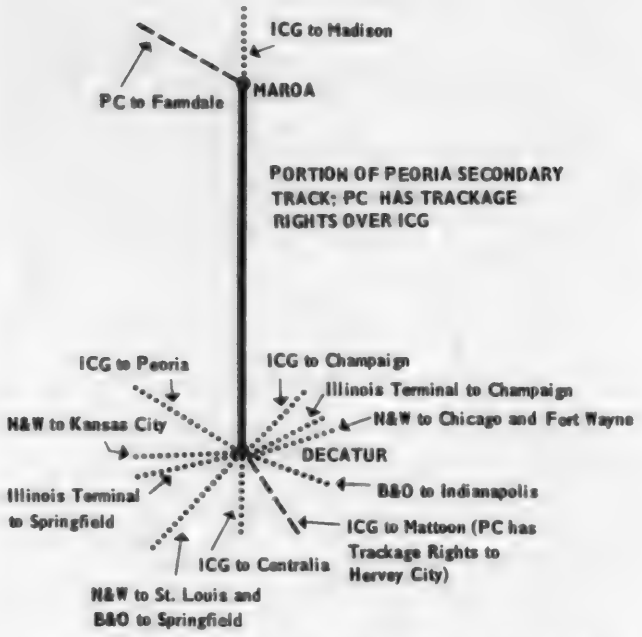
Preliminary Recommendation

It is *not* recommended that this portion of the Peoria Secondary Track be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $584,879 or $538 per carload. Recovery of costs would require approximately a five-fold increase in traffic or a 240 percent rate increase over the 1973 levels. It is expected that all present PC traffic at Decatur (5,155 in 1973) will be handled by other carriers.

PORTION OF PEORIA SECONDARY TRACK

USRA Line No. 610/610a

Penn Central


ICG to Madison
PC to Farmdale
MAROA
PORTION OF PEORIA SECONDARY TRACK; PC HAS TRACKAGE RIGHTS OVER ICG
ICG to Peoria
ICG to Champaign
Illinois Terminal to Champaign
N&W to Kansas City
N&W to Chicago and Fort Wayne
DECATUR
Illinois Terminal to Springfield
B&O to Indianapolis
ICG to Mattoon (PC has Trackage Rights to Hervey City)
ICG to Centralia
N&W to St. Louis and B&O to Springfield

PC trackage rights over this portion of the ICG extends from *Decatur* (Milepost 95.5), to *Maroa, Ill.* (Milepost 107.5), a distance of *12.0 miles*, in Macon County, Ill. At Decatur the line continues southeast to Paris and, at Maroa, the line continues northwest to Peoria. This section of track is owned by the Illinois Central Gulf and PC operates via trackage rights. From Maroa, the Illinois Central Gulf continues to Freeport. Also at Decatur the line connects with the Norfolk & Western to St. Louis, Chicago and Fort Wayne; the Illinois Central Gulf lines to Freeport, Urbana, Centralia and Lincoln; the Baltimore & Ohio to Springfield and Indianapolis; the Illinois Terminal RR; and the Norfolk & Western to Springfield. The northwest PC line from Maroa is also under study in this report. Abandonment application filed by Illinois Central Gulf, January 16, 1973, Docket No. AB–5, Sub. 156; with USRA, Docket No. 75–61, for most of the line. This line, from Decatur to just north of Corsyth, was described as potentially excess in the U.S. DOT Report (see Zone 142).

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report."

Information for Line Retention Decision

These trackage rights over the ICG are used to serve USRA Segment No. 611. The preliminary recommendation for Segment 611 is that it not be included in the ConRail System.

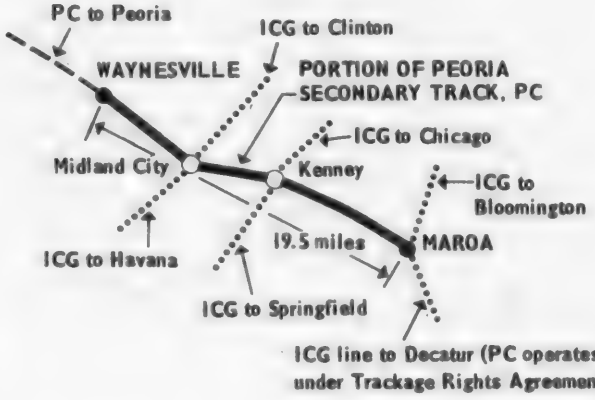
Preliminary Recommendation

It is *not* recommended that the trackage rights over this portion of the ICG be included in the ConRail System.

PORTION OF PEORIA SECONDARY TRACK

USRA Line No. 611

Penn Central



This portion of the Peoria Secondary Track, formerly part of the Pennsylvania RR, extends from *Maroa* (Milepost 107.5), to *Waynesville, Ill* (Milepost 127.0), a distance of *19.5 miles*, in Macon and Dewitt Counties, Illinois. At Maroa, the line continues southeast to Paris, and at Waynesville it continues northwest to Peoria. This line connects with Illinois Central Gulf lines at Kenney and Midland City. The portion beyond Maroa is owned by the Illinois Central Gulf: PC operates under a trackage rights agreement. The continuations are also under study in this Report. An abandonment application was filed before the Interstate Commerce Commission Docket No. AB–5 Sub. 156, and with USRA, Docket No. 75–61. This line was described as potentially excess in the U.S. DOT Report (see Zones 142 and 143).

Traffic and Operating Information

Stations (with their 1973 caloads) served by this line:

Maroa	15
Rowell	1
Kenney	8
Midland City	16

Tabor	356
Waynesville	183
Total carloads generated by the line	574
Average carloads per week	11.0
Average carloads per mile	29.4
Average carloads per train	3.8
1973 operating information:	
Number of round trips per year	150
Estimated time per round trip (hours)	10
Locomotive horsepower	1,750
Train crew size	4

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that the Dewitt County Cooperative Grain Company which generates 1,165 carloads annually from Waynesville and Tabor would suffer from curtailment of service over this line.

Information for Line Retention Decision

Revenue received by PC		$124,945
Average revenue per carload	$218	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	211,973	
Cost of upgrading branch line to FRA class I (1/10 of total upgrading cost)	46,447	
Cost incurred beyond the branch line	60,568	
Total variable (avoidable) cost		318,988
Net contribution (loss) total		(194,043)
Average per carload		(338)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph). Based on available information, this upgrading would include the replacement of a total of 9,736 crossties (an average of 499 crossties per mile).

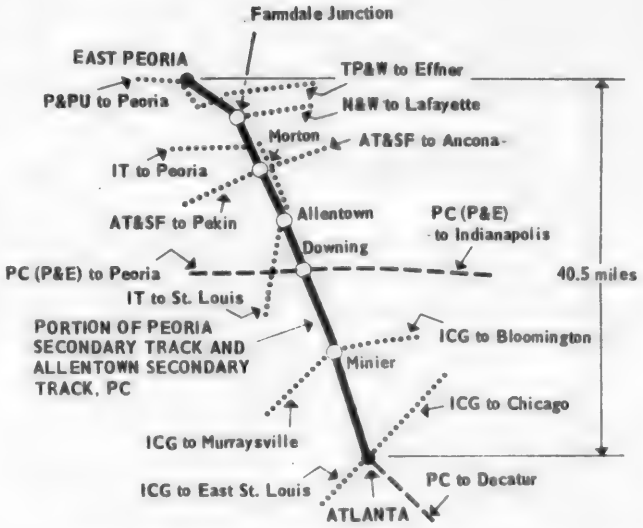
Preliminary Recommendation

It is *not* recommended that this portion of the Peoria Secondary Track be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $194,043 or $338 per carload. Recovery of costs would require approximately a three-fold increase in traffic or a 155 percent rate increase over the 1973 levels.

PORTION OF PEORIA SECONDARY TRACK AND ALLENTOWN SECONDARY TRACK

Penn Central

USRA Line No. 611b



This portion of the Peoria Secondary Track and the entire Allentown Secondary Track, formerly part of the Pennsylvania RR, extends from *Atlanta* (Milepost 131.6) to *East Peoria, Ill.* (Milepost 172.1), a distance of *40.5 miles*, in Logan, Tazewell, and Peoria Counties, Ill. At Atlanta this line continues southeast to Paris, and it also connects to the Illinois Central Gulf line to Chicago. Other connections include: The Illinois Central Gulf to Chicago at Minier, the PC Peoria & Eastern to Peoria at Downing, the Illinois Terminal to Peoria at Allentown, the Santa Fe to Chicago at Morton, the Norfolk & Western and the Toledo Peoria & Western (both to Peoria) at Farmdale, and the Peoria & Pekin Union at East Peoria. The PC Peoria & Eastern line, as well as the continued portion from Atlanta, are also under study in this Report. Furthermore, the Illinois Terminal maintains the line from Milepost 162.5 to 167.8 and from Milepost 167.8 to 172.1. PC operates via trackage rights granted by the Norfolk & Western between Farmdale Jct. and P. & P.U. Jct. PC has filed for abandonment (1–16–73 Docket No. AB–5–156) of their trackage rights on this portion of the line owned by the Norfolk & Western. This line was described as potentially excess in the U.S. DOT Report (see Zones 137 and 143).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Mt. Joy	1
Armington	74

Hittle	0
Minier	0
Tazewell	17
Morton	556
Total carloads generated by the line	648
Average carloads per week	12.5
Average carloads per mile	2.1
Average carloads per train	5.4
1973 operating information:	
Number of round trips per year	120
Estimated time per round trip (hours)	12
Locomotive horsepower	1,750
Train crew size	4

Information Provided by RSPO, Shippers, Government Agencies

No information was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report."

Information for Line Retention Decision

Revenue received by PC		$113,738
Average revenue per carload	$176	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	284,929	
Cost of upgrading branch line to FRA class I (1/10 of total upgrading cost)	75,464	
Cost incurred beyond the branch line	56,134	
Total variable (avoidable) cost		416,527
Net contribution (loss): Total		(302,789)
Average per carload	(467)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph). Based on available information, this upgrading would include the replacement of a total of 15,429 crossties (an average of 499 crossties per mile).

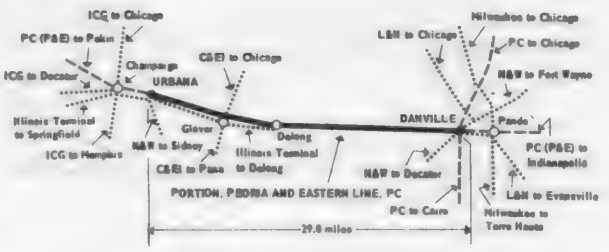
Preliminary Recommendation

It is *not* recommended that the Peoria Secondary Track and the Allentown Secondary Track be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $302,789 or $467 per carload. Recovery of costs would require approximately a five-fold increase in traffic or a 265 per cent rate increase over the 1973 levels.

PORTION OF PEORIA AND EASTERN LINE

Penn Central

USRA Line No. 617



This portion of the Peoria & Eastern line, formerly part of the New York Central RR, extends from *Danville* (Milepost 86.0) to *Urbana, Ill.* (Milepost 115.0), a distance of *29.0 miles*, in Vermilion and Champaign counties, Illinois. A continuation of this line extends westward from Urbana to Champaign and Bloomington and eastward from Danville to Indianapolis. This line connects with an N&W Branch at Urbana, the C&EI Railroad at Glover and PC to Cairo and Chicago, the L&N Chicago-Evansville line and the N&W Fort Wayne-St. Louis line, all at Danville. The Milwaukee Road also serves Danville, as does a branch of the Chicago & Eastern Illinois. The Illinois Terminal RR parallels this line from near Glover to Urbana. All connecting PC lines are also under study in this Report. This line was described as potentially excess in the U.S. DOT Report (see Zones 139 and 140).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:

Danville[1]	3,500
Hillery	3
Oakwood	1
Munice	9
Fithian	0
Ogden	27
Glover	0
St. Joseph	21
Mayview	0
Total carloads generated by the line	3,561
Average carloads per week	68.5
Average carloads per mile	122.8
Average carloads per train	11.9
1973 Operating Information:	
Number of round trips per year	300
Estimated time per round trip (hours)	10
Locomotive horsepower	2,000
Train crew size	5

[1] Includes only traffic on segment.

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that Webb Lumber and Wilson-Richter, Inc. both ship on this line from Ogden. The former firm stated that shipping costs would substantially increase if they are forced to switch to another mode of transportation. The results of this increase may force the firm to close causing 27 people to lose their jobs. The latter firm, which ships fertilizer, reportedly will go out of business if rail service is curtailed.

Testimony by William R. Imel, General Chairman, U.T.U. General Committee of Adjustment, indicates that the Anderson Elevator, located in the Champaign-Urbana area shipped over 150 100-car unit trains of grain over this line in 1973. His group is opposed to abandonment because of the economic chaos that would result and the retardation of any potential industrial expansion.

Information for Line Retention Decision

Revenue received by PC		$1,181,968
Average revenue per carload	$318	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	415,625	
Cost of upgrading branch line to FRA Class I (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	688,321	
Total variable (avoidable) cost		1,103,946
Net contribution (loss): total		28,022
Average per carload	8	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track which has a maximum safe operating speed of 10 m.p.h.).

Recommendation

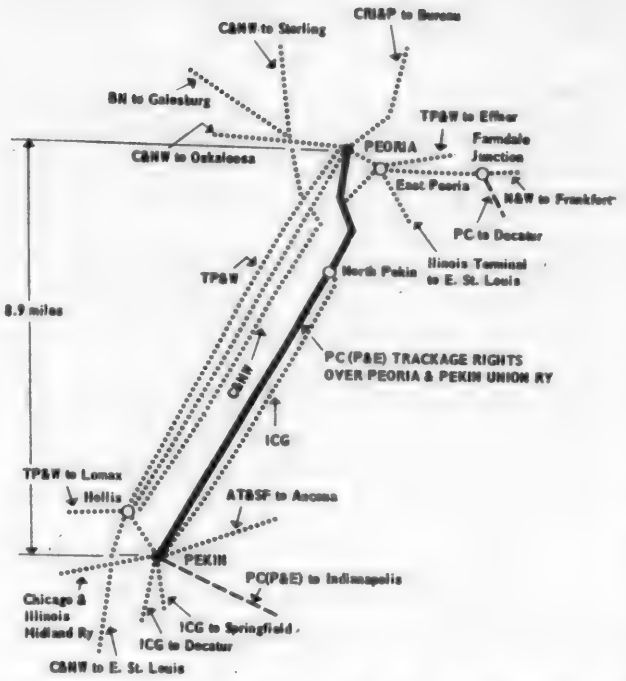
It is recommended that this portion of the Peoria & Eastern be included in the ConRail System.

TRACKAGE RIGHTS ON PEORIA & PEKIN UNION

USRA Line No. 617a

Penn Central

The P&E has trackage rights on the Peoria & Pekin Union, between *Pekin* (Milepost 0.0), to *E. Peoria, Ill.*



(Milepost 8.9), a distance of *8.9 miles*, in Tazewell and Peoria Counties, Illinois. PC operates over this line via trackage rights. At Pekin, this line connects with the PC Peoria-Eastern line to Danville, the Chicago & Illinois Midland to Springfield; the Illinois Central Gulf to Springfield and Decatur; the Atchison Topeka & Santa Fe to Chicago, and the Peoria Terminal Railway. In addition, this line connects with the Illinois Terminal to Lincoln; the Toledo Peoria & Western to Watseka and the Norfolk & Western to Bloomington (upon which the PC's Peoria Secondary Track is extended to Peoria via trackage rights) at East Peoria. The PC Peoria and Eastern line and the PC Peoria Secondary Track are also under study in this Report. Additionally, at Peoria, the line connects with a number of railroads. This line was not described as potentially excess in the U.S. DOT Report (see Zone 137).

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" recognized Peoria as a major gateway and should PC service be curtailed, other railroads will continue to serve the area.

Information for Line Retention Decision

These trackage rights over the P&PU are used to serve USRA Segment No. 617c. The preliminary recom-

mendation for Segment 617c is that it be included in the Con Rail System. Therefore, these trackage rights would be required.

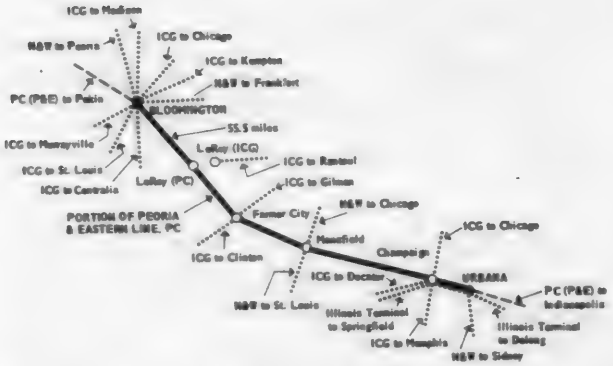
Recommendation

It is recommended that trackage rights over this portion of the P&PU be included in the ConRail System.

PORTION OF PEORIA & EASTERN LINE

USRA Line No. 617b

Penn Central



This portion of the Peoria & Eastern Line, formerly part of the New York Central RR, extends from *Urbana* (Milepost 115.0) to *Bloomington, Ill.* (Milepost 170.5), a distance of *55.5 miles*, in McLean, DeWitt, Platt and Champaign Counties, Ill. A continuation of this line extends westward from Bloomington to Peoria and eastward from Urbana to Danville, both of which are under study in this Report. At Bloomington this line connects with the N&W to Peoria, the ICG to Freeport and the ICG to Chicago. This line also connects with the ICG Main Line at LeRoy, the ICG to Chicago at Farmer City and with the N&W Line to Chicago at Mansfield. At Urbana, this line also connects with the ICG & Decatur-Chicago line and the N&W Main Line. This line was described as potentially excess in the US DOT Report (see Zones 140, 141, 143 and 138).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:

Urbana	489
Champaign	5,466
Rising	28
Mahomet	62
Mansfield	83
Harris	154
Farmer City	1,066
Watkins	33
Empire	2
LeRoy	27
Gillum	0
Bloomington	1,349
Downs	5
Total carloads generated by the line	8,714
Average carloads per week	167.6
Average carloads per mile	157.0
Average carloads per train	81.1

1973 operating information:

Number of round trips per year	280
Estimated time per round trip (hours)	12
Locomotive horsepower	2,000
Train crew size	5

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that the Champaign County Regional Planning Council recommended that the P&E be included in ConRail. The Supervisor of Mahomet Township testified that the 11 carloads of grain shipped from Mahomet in 1973 could have been 330 if the cars had been available. Tabro & Company generated 121 carloads in 1973 and expected to generate 96 carloads in 1974.

Information for Line Retention Decision

Revenue received by PC		$3,975,144
Average revenue per carload	$456	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	779,102	
Cost of upgrading branch line to FRA class I (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	3,090,527	
Total variable (avoidable) cost		3,869,629
Net contribution (loss): total		105,515
Average per carload	12	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track has a maximum safe operating speed of 10 m.p.h.).

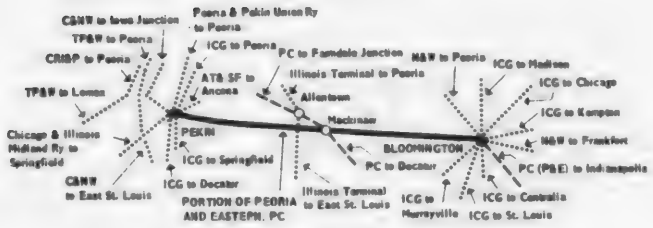
Recommendation

It is recommended that this portion of the Peoria & Eastern Line be included in the ConRail System.

PORTION OF PEORIA & EASTERN LINE

USRA Line No. 617c

Penn Central



This portion of the Peoria & Eastern Line, formerly part of the New York Central RR, extends from *Bloomington* (Milepost 170.5), to *Pekin, Ill.* (Milepost 201.0), a distance of *30.5 miles*, in Tazewell and McLean Counties, Ill. A continuation of this line extends eastward from Bloomington to Danville which is also under study in this Report. The line connects with the Peoria & Pekin Union Ry. to Peoria, the Illinois Terminal RR to Peoria and the AT&SF to Chicago at Pekin. At Pekin this line also connects with the Chicago & Illinois Midland Ry. to Springfield and the ICG to Springfield and Decatur. This line also connects the N&W and the ICG to Freeport and Chicago at Bloomington.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Denver	18
Deere	0
Coston	0
Twin Grove	0
Lilly	0
Mackinaw	1
Tremont	81
Pekin	3,252
Total carloads generated by the line	3,352
Average carloads per week	64.5
Average carloads per mile	109.9
Average carloads per train	64.5
1973 operating information:	
Number of round trips per year	52
Estimated time per round trip (hours)	6
Locomotive horsepower	6,000
Train crew size	5

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that this line is needed as a gateway, and as an alternate route to Chicago.

The Tageswell Service Co. estimated 43 carloads in 1973 and projects 100 carloads by 1983.

Information for Line Retention Decision

Revenue received by PC		$2,060,008
Average revenue per carload	$615	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	366,122	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	1,322,173	
Total variable (avoidable) cost		1,688,295
Net contribution (loss): total		371,713
Average per carload	111	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph).

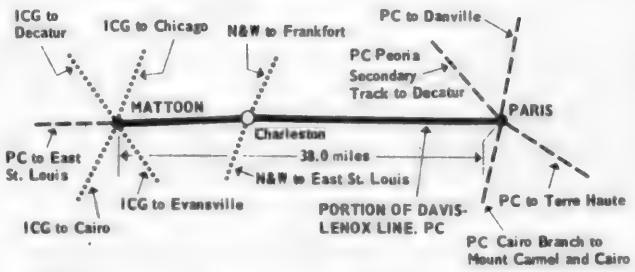
Recommendation

It is recommended that this portion of the Peoria & Eastern Line be included in the ConRail System.

PORTION OF THE DAVIS TO LENOX LINE

USRA Line No. 618a

Penn Central



This portion of the Davis to Lenox Line, formerly part of the New York Central RR, extends from *Paris* (Milepost 89.0), to *Mattoon, Ill.* (Milepost 127.0), a distance of *38.0 miles*, in Edgar and Coles Counties, Illinois. Continuations of this line, which extend eastward from Paris to Terre Haute and westward from Mattoon to East St. Louis are also under study in this Report. Connections include: the PC Peoria Secondary Track and the PC Cairo Branch at Paris; the Norfolk & Western Main Line from Frankfort to East St. Louis at Charleston and the Illinois Central Gulf lines to Decatur, Chicago, Cairo and Evansville at Mattoon. Both of the PC lines are also under study in this Report. This line was described as potentially excess in the U.S. DOT Report (see Zone 141).

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that Moore Business Forms of Charleston shipped 133 carloads of paper products in 1973. Moore's shipping costs would escalate $118,570 per year if this line was abandoned. Charles Kirchner & Sons generated 30 carloads of lumber in 1972 at Kansas, Illinois. They had 77 carloads in 1973 and were projecting 200 carloads in the future. The Ashmore Grain Co. was projecting 200 to 250 carloads in future years.

USRA has received correspondence from the Charleston Area Chamber of Commerce in December stating that USRA has ignored the voices of industry and agriculture which were raised at the Hearings in early 1974. The Chamber's letter listed those firms along the Penn Central line which are dependant on rail service. The letter asserted that the jobs of 2,100 people are dependent on continued rail service. The letter stated that local industry and agriculture should not be forced to bear the cost of government-sanctioned penalties for bad management of the railroads.

Information for Line Retention Decision

This line is required for through freight service, therefore local rail service will be provided to all shippers located on the line.

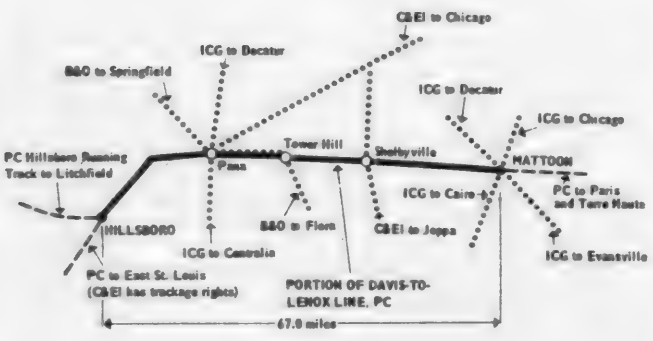
Recommendation

It is recommended that this portion of the Davis to Lenox line be included in the ConRail System.

PORTION OF THE DAVIS TO LENOX LINE

USRA Line No. 618b

Penn Central



This portion of the Davis to Lenox Line, formerly part of the New York Central RR, extends from *Mattoon* (Milepost 127.0), to *Hillsboro, Ill.* (Milepost 194.0) a distance of *67.0 miles*, in Coles, Moultrie, Shelby, Christian, and Montgomery Counties, Illinois. Continuations of this line extend eastward from Mattoon to Terre Haute and westward from Hillsboro to East St. Louis, which are also under study in this Report. Connections are: the Illinois Central Gulf lines to Chicago, to Decatur, Cairo and Evansville at Mattoon; the Chicago & Eastern Illinois RR to Chicago and Joppa at Shelbyville; the Baltimore & Ohio to Springfield and Flora at Tower Hill and Pana; the Illinois Central Gulf to Decatur and Centralia and the Chicago & Eastern Illinois to Chicago at Pana; and the PC Hillsboro Running Track at Hillsboro. The PC Hillsboro Running Track is also under study in this Report. This line was described as potentially excess in the U.S. DOT Report (see Zones 141 and 145.)

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that Massey-Ferguson of Shelbyville uses this line because it has no siding on the C & EI. The firm projects 16 to 21 cars. Crest Container Corp. has recently invested $34,000 in a new siding at Shelbyville after being assured by PC that the line would not be abandoned. Crest Container Corp. projected 2,000 cars of new business per year. Continental Can Co. has already invested $4 million in a new $10 million facility at Shelbyville. Continental Can expects to generate 2,300 carloads in their first year. Neal-Cooper Grain Co. shipped 175 carloads at Windsor in 1972, and 308 carloads in 1973. USRA has received correspondence from Mr. Bob James of Inland Supply Co., who registered his statement as being totally opposed to this abandonment even though his firm ships very little of their material by rail.

Information for Line Retention Decision

This line is required for through freight service, therefore local rail service will be provided to all shippers located on the line.

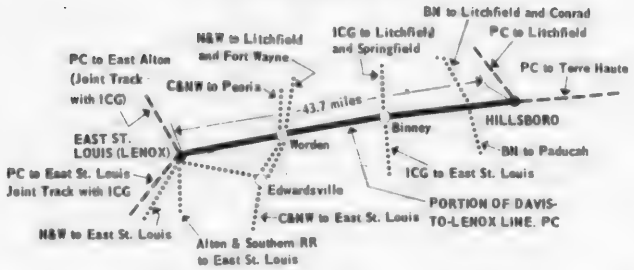
Recommendation

It is recommended that this portion of the Davis to Lenox be included in the ConRail System.

PORTION OF THE DAVIS-TO-LENOX LINE

USRA Line No. 679

Penn Central


BN to Litchfield and Conrad
N&W to Litchfield and Fort Wayne
ICG to Litchfield and Springfield
PC to Litchfield
PC to East Alton (Joint Track with ICG)
C&NW to Peoria
PC to Terre Haute
43.7 miles
EAST ST. LOUIS (LENOX)
Binney
HILLSBORO
Worden
BN to Paducah
PC to East St. Louis Joint Track with ICG
ICG to East St. Louis
Edwardsville
PORTION OF DAVIS-TO-LENOX LINE, PC
C&NW to East St. Louis
N&W to East St. Louis
Alton & Southern RR to East St. Louis

This portion of the Davis-to-Lenox Line, formerly part of the New York Central RR, extends from *Hillsboro* (Milepost 194.0) to *E. St. Louis, Ill.* (Milepost 237.7), a distance of *43.7 miles*, in Montgomery, Madison and St. Clair Counties, Illinois. At Hillsboro, this line continues east to Terre Haute and it also connects with the PC Hillsboro Running Track. It crosses the Burlington Northern to Paducah approximately seven miles southeast of Hillsboro; the Norfolk & Western Main Line to East St. Louis and the Chicago and Northwestern to East St. Louis cross at Worden; connections at Lenox include PC's East Alton Branch (joint with ICG). The PC Hillsboro Running Track is also under study. This line was described as potentially excess in the U.S. DOT Report. (See Zones 145 and 323).

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that National Steel was concerned that this route be kept open for the movement of hot rolled coil steel from its Granite Steel plant to its Midwest Steel Division plant at Portage, Indiana.

Information for Line Retention Decision

This line is required for through freight service, therefore local rail service will be provided to all shippers located on the line.

Recommendation

It is recommended that this portion of the Davis-to-Lenox Line be included in the ConRail System.

INDIANA

Intrastate

PC

USRA line number	Terminals
399	Goshen to Shipshewana
414	Hartsdale to East Gary
417/417a	Auburn Junction to Waterloo
418	Kendallville to State Line
419	North Manchester to Mexico
420	North Manchester to Columbia City
423	Logansport to Culver
428	Adams to Decatur
429	Decatur to Ridgeville
521	New Castle to Richmond
522	New Castle to Anderson
523	Anderson to Elwood
524	Elwood to Kokomo
556	Richmond to Lynn
557	Lynn to Ridgeville
565	Ben Davis to Greencastle
566	Greencastle to Brazil
566a	Brazil to Terre Haute
571	Cedar Grove to Brookville
573	Beeson to Connersville
574/574a	Lebanon to Brant
575	Lebanon to Lafayette
576	Lafayette to Templeton (N&W Trackage Rights)
577	Templeton to Sheff
578	Emporia to Knightstown
579a	Knightstown to Carthage
582	Columbus to Flat Rock
584	Fenns to Shelbyville
585/586/587	Shelbyville to North Rushville
588a	Madison Secondary Track at Columbus
589	North Vernon to North Madison
590	North Madison to Madison
591	Cory to Worthington
593	Martinsville to Rincon Junction
593a	Rincon Junction to Thomas
593b	Thomas to Buckskin
594/594a	Buckskin to Evansville
595	Buckskin to Lynnville
596	Duff Junction to Washington
597	Rincon to Sandborn
598	Sandborn to Bicknell
602	Waveland to Crawfordsville
619	Franklin to Columbus
621	Jeffersonville to Watson
621b	Jeffersonville to New Albany
622/623	Lebanon to Fisherburg
630	Effner to Kenneth
633	Richmond to Indianapolis
634	Lebanon to Clermont
689a	North Judson to Hartsdale
700	Columbia City Secondary Track at North Manchester

Interstate

PC

Indiana to Illinois

577a	Sheff, Ind. to Kankakee, Ill.
604	Highlands, Ind. to Danville, Ill.
612	Skelton, Ind. to Mt. Carmel, Ill.
616	Clermont, Ind. to Danville, Ill.
618	Terre Haute, Ind. to Paris, Ill.

Indiana to Ohio

520a	Richmond, Ind. to Eaton, Ohio.
554	Hunter, Ind. to Glen Karn, Ohio
571a	Valley Junction, Ind. to Cedar Grove, Ohio.
638	Richmond, Ind. to New Paris, Ohio

Indiana to Michigan

401	South of Angola, Ind. to Montgomery, Mich.
467	Michigan City, Ind. to Buchanan, Mich.
637	South Bend, Ind. to Niles, Mich.

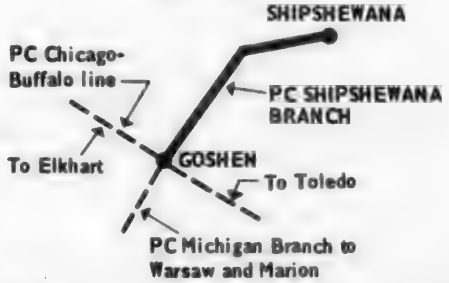
Indiana to Kentucky

620/620a/620b	Columbus, Ind. to Louisville, Ky.

SHIPSHEWANA BRANCH

USRA Line No. 399

Penn Central



The Shipshewana Branch, formerly part of the New York Central RR, extends from *Goshen* (Milepost 0.2), to *Shipshewana, Ind.* (Milepost 16.7) a distance of *16.5 miles*, in Elkhart and LaGrange Counties, Indiana. This line connects at Goshen with the Penn Central's

Chicago-Buffalo line and with the PC Michigan Branch to Warsaw and Marion. Penn Central has filed a petition to abandon this line, ICC Docket No. AB–5 Sub. 197. This line was described as potentially excess in the U.S. DOT Report (see Zone 115).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:		
Middleburg	178	
Shipshewana	275	
Goshen [1]	25	
Total carloads generated by the line		478
Average carloads per week		9.2
Average carloads per mile		28.6
Average carloads per train		9.6
1973 operating information:		
Number of round trips per year		50
Estimated time per round trip (hours)		7.0
Locomotive horsepower		1,500
Train crew size		5

[1] Includes only shippers on this segment.

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that local citizens tried to buy this line in 1967, but were discouraged when PC raised the price. Indiana and Michigan Electric Co. stated that they need this line in order to move 49 and 39 ton turbine rotors and a 100 ton generator rotor into its Mishawaka plant. Apparently, no coal is used at this facility. Coachmen Industries and Middleburg Moldings both stated their need for rail service. The Governor's Rail Task Force in Indiana stated that this line has an estimated $45,237 profit from $109,106 of branch revenues in 1973. The Task Force estimated rehabilitation costs for this line at $370,000. If the line were abandoned, 30 jobs were estimated to be lost with a wage impact of $255,000. The Task Force stated that 1,453 cars were generated at Goshen, 181 at Middleburg, and 275 at Shipshewana.

Information for Line Retention Decision

Revenue received by PC		$115,240
Average revenue per carload	$241	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	155,781	
Cost of upgrading branch line to FRA Class I (1/10 of total upgrading cost)	30,371	
Cost incurred beyond the branch line	50,026	
Total variable (avoidable) cost		236,178
Net contribution (loss): total		(120,938)
Average per carload		(253)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph). Based on available information, this upgrading would include the replacement of a total of 5,200 crossties (an average of 311 crossties per mile).

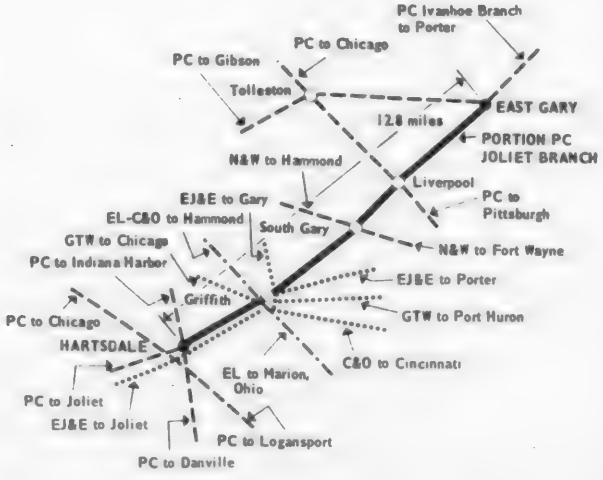
Preliminary Recommendation

It is *not* recommended that the Shipshewana Branch be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $120,938 or $253 per carload. Recovery of costs would require approximately a two-fold increase in traffic or a 105 percent rate increase over the 1973 levels.

PORTION OF JOLIET BRANCH

USRA Line No. 414

Penn Central



This portion of the Joliet Branch, formerly part of the New York Central RR, extends from *East Gary* (Milepost 0.0) to *Hartsdale, Ind.* (Milepost 12.8), a distance of *12.8 miles*, in Lake County, Indiana. This line continues beyond Hartsdale to Chicago Heights, Matteson and Joliet. At East Gary, it connects with the Penn Central Ivanhoe Branch at Liverpool with PC's line to Pittsburgh and at South Gary with the N&W main line to Fort Wayne. At Griffith the lines of the EL, C&O and GTW cross, as do two Elgin, Joliet and Eastern lines which converge and parallel this line through Hartsdale. At Hartsdale, Penn Central's lines to

Logansport and Danville cross, the latter also being under study in this Report. This line was not described as potentially excess in the U. S. DOT Report (see Zone 130).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Liverpool	3
Ross	8
South Gary	12
Griffith	11
East Gary [1]	180
Gary [1]	2
Total carloads generated by the line	216
Average carloads per week	4.2
Average carloads per mile	16.9
Average carloads per train	4.2
1973 operating information:	
Number of round trips per year	52
Estimated time per round trip (hours)	3.0
Locomotive horsepower	1,500
Train crew size	5

[1] Includes only traffic on segment.

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report." The Governor's Rail Task Force recommended abandonment of this line.

Information for Line Retention Decision

Revenue received by PC		$39,624
Average revenue per carload	$183	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	98,566	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	24,084	
Total variable (cost avoidable)		122,650
Net contribution (loss): total		(83,026)
Average per carload	(384)	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Although service to the entire line generates a loss, service to the line from Milepost 0.0 to Milepost 0.6 (serving some shippers at Gary and East Gary who generated 182 carloads in 1973) would generate $30,637 in revenue and $33,693 in costs with a resulting loss of only $3,056 or $17 per carload. A 30 percent growth in traffic or a 10 percent rate increase would make this portion of the line financially self sufficient.

Recommendation

It is recommended that this portion of the Joliet Branch *from Milepost 0.0 to Milepost 0.6* be included in the ConRail System.

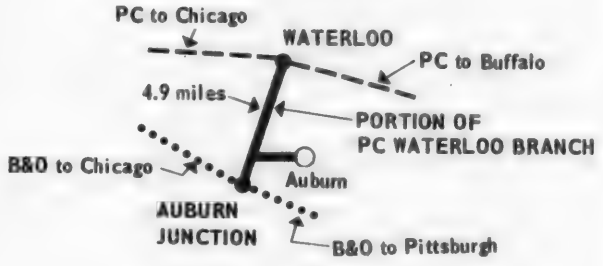
Preliminary Recommendation

It is *not* recommended that this portion of the Joliet Branch *from Milepost 0.6 to 12.8* be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $79,970 or $2,352 per carload. Recovery of costs would require approximately a 16-fold increase in traffic or an 890 percent rate increase over the 1973 levels.

PORTION OF WATERLOO BRANCH

USRA Line No. 417/417a

Penn Central



This portion of the Waterloo Branch, formerly part of the New York Central RR, extends from *Auburn Junction* (Milepost 20.1) to *Waterloo, Ind.* (Milepost 25.0), a distance of *4.9 miles*, in De Kalb County, Indiana. This line has two parts; the Waterloo-Auburn Junction link connecting the PC's Chicago-Buffalo line to the B&O Chicago-Pittsburgh line and the smaller line from Auburn Junction to Auburn. This line was not shown in the U.S. DOT Report (see Zone 115).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Auburn [1]	269
Auburn Junction	1
Total carloads generated by the line	270
Average carloads per week	5.2
Average carloads per mile	49.1
Average carloads per train	3.6

1973 operating information:	
Number of round trips per year	75
Estimated time per round trip (hours)	5
Locomotive horsepower	1,500
Train crew size	4

[1] Includes only shippers on segment.

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that the Cooper Tire and Rubber Company reported that Cooper Industrial Products, Inc. would face increased production costs if it lost rail service. The impact that this additional cost would have on Cooper's competitive position would be quite serious. Auburn Foundry, Inc. stated that it would be impossible to receive inbound shipments of bentonite clay, lignite, and coke and heat resistant linings via motor carriers. Total estimated shipments in 1973 totaled 884 carloads and firms anticipate increased rail use in the future.

The Governor's Rail Task Force reported that PC received $61,395 in gross freight revenues from the line, paid $18,785 in branch costs hence their estimated profit was $42,610. The Task Force also estimated the rehabilitation costs which totaled $67,639. Additionally, they noted the loss of 15 jobs should service be curtailed. The Task Force recommends inclusion of this line into the Final System Plan.

Information for Line Retention Decision

Revenue received by PC		$54,873
Average revenue per carload	$203	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	69,666	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	12,327	
Cost incurred beyond the branch line	35,896	
Total variable (avoidable) cost		117,889
Net contribution (loss): total		(63,016)
Average per carload	(233)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph). Based on available information, this upgrading would include the replacement of a total of 1974 crossties (an average of 359 crossties per mile).

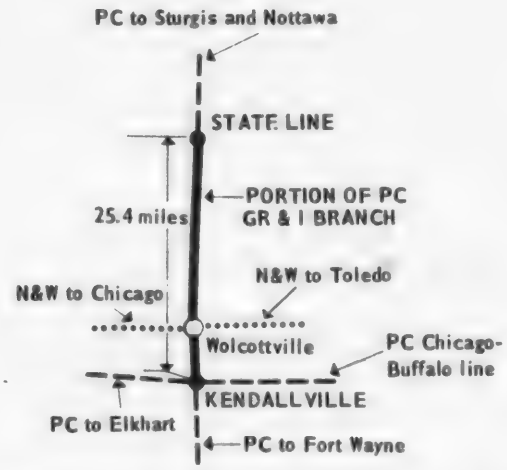
Preliminary Recommendation

It is *not* recommended that this portion of the Waterloo Branch be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $63,016 or $233 per carload. Recovery of costs would require approximately a threefold increase in traffic or a 115 percent rate increase over the 1973 levels.

PORTION OF GR&I BRANCH

USRA Line No. 418

Penn Central



This portion of the GR&I Branch, formerly part of the Pennsylvania RR, extends from *Kendallville* (Milepost 121.0) to *the Michigan State line* (Milepost 146.4), a distance of *25.4 miles*, in Noble and LaGrange Counties, Indiana. This line is part of the Penn Central's GR&I Branch which continues south to Fort Wayne and north to Nottawa. At Kendallville, the PC's Elkhart-Toledo line crosses and at Wolcottville, the Norfolk and Western Ry. connects with this line. Penn Central has filed petitions to abandon this line: ICC Docket No. AB-5, Sub. 1&2, USRA Docket No. 75-58. This line was described as potentially excess in the U.S. DOT Report (see Zone 115).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Wolcottville	34
LaGrange	342
Howe	57
Total carloads generated by the line	433
Average carloads per week	8.3
Average carloads per mile	17.1
Average carloads per train	1.7
1973 operating information:	
Number of round trips per year	250
Estimated time per round trip (hours)	8.0
Locomotive horsepower	1,000
Train crew size	5

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that a majority of the shippers submitting testimony are located at either Kendallville, Ind., or Sturgis, Michigan. Firms located between Kendallville and the State line are found in Wolcottville, LaGrange, and Howe. The Wolcottville Grain Co. stated that they generated 40 carloads in 1973. Six firms from the LaGrange area submitted data. Duo-therm showed 365 carloads of air conditioning and auto heating parts in 1972, and 271 carloads in 1973. LaGrange Farm Bureau, Home Grain, Lampbright Hatchery and Ohio Table Pool generated a total of 98 cars in 1973. The Reith Reilly Construction Co. projected 500 carloads, but did not specify when this business would begin. Service at Wolcottville is provided also by the N&W. The Brighton Mushroom Co. and Northern Cashway Lumber of Howe collectively generated 56 carloads in 1973.

The State of Indiana in its report: *USRA SEGMENTS IN INDIANA: State Analysis and Recommendations* reached a conclusion that this line in its entirety between Kendallville and the State line was profitable by $510 per mile or $13,269 (total segment). Estimated rehabilitation costs were estimated to be $550,000. Indiana credited this branch with 1,607 total cars at Kendallville, 0 at Wolcottville, 343 at LaGrange, and 58 at Howe. Letters objecting to the 304(f) abandonment preceedings concentrated on disruption of business at LaGrange, Indiana.

Information for Line Retention Decision

Revenue received by PC		$105,842
Average revenue per carload	$244	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	290,757	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	43,530	
Cost incurred beyond the branch line	61,969	
Total variable (avoidable) cost		396,256
Net contribution (loss) total		(290,414)
Average per carload	(671)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I Track, which has a maximum safe operating speed of 10 mph). Based on available information, this upgrading would include the replacement of a total of 6,500 crossties (an average of 256 crossties per mile).

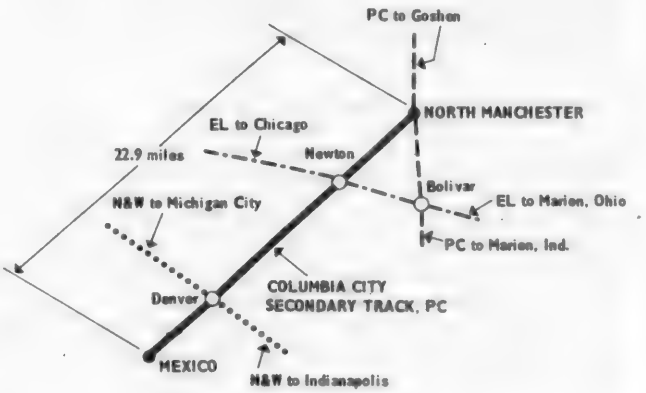
Preliminary Recommendation

It is *not* recommended that this portion of the GR&I Branch be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $290.414 or $671 per carload. Recovery of costs would require approximately a sevenfold increase in traffic or a 275 percent rate increase over the 1973 levels. Costs may also be reduced by reducing frequency, although this alone will *not* make the line viable.

COLUMBIA CITY SECONDARY TRACK

USRA Line No. 419

Penn Central



The Columbia City Secondary Track, formerly part of the Pennsylvania RR, extends from *Mexico* (Milepost 14.3) to *North Manchester, Ind.* (Milepost 37.2), a distance of *22.9 miles*, in Miami and Wabash Counties, Ind. This line connects at North Manchester with PC's Michigan Branch. At Newton, it connects with the Erie Lackawanna line from Chicago to Hoboken. The Norfolk & Western Railroad's Michigan City-Indianapolis Line connects with this line at Denver. Penn Central has filed a petition to abandon this line (ICC Docket No. AB–5, Sub. 24; USRA Docket No. 75–49). This line was described as potentially excess in the U.S. DOT Report (see Zone 117).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Roann	52
Chili	7
Denver	7
Mexico	89
Total carloads generated by the line	155

Average carloads per week	3.0
Average carloads per mile	6.8
Average carloads per train	1.6
1973 operating information:	
Number of round trips per year	100
Estimated time per round trip (hours)	6.0
Locomotive horsepower	1,000
Train crew size	5

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office, as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" by the Mexico Elevator Company indicated that it generated 119 carloads of grain in 1973, that trucks could not handle the volume of grain that must be shipped and that, even if trucks were available, the increased costs of shipping the grain would be $36,000 annually. The report prepared by the Governor's Task Force, State of Indiana indicated that the line lost $6,954 in 1973 and requires rehabilitation costing $546,720.

Information for Line Retention Decision

Revenue received by PC		$76,990
Average revenue per carload	$497	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	186,672	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	53,208	
Cost incurred beyond the branch line	52,590	
Total variable (avoidable) cost		292,470
Net contribution (loss): total		(215,480)
Average per carload		(1,390)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 9,900 crossties (an average of 432 crossties per mile).

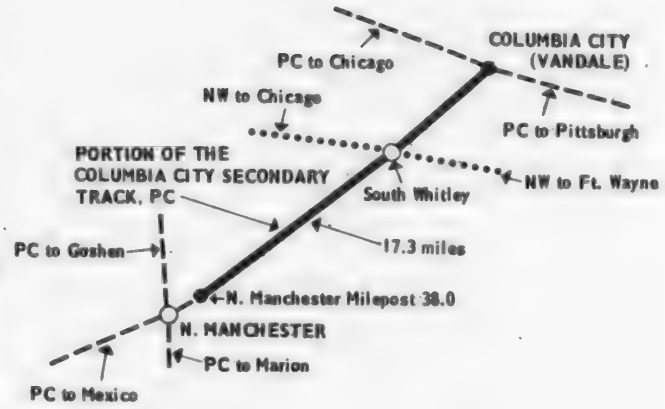
Preliminary Recommendation

It is *not* recommended that the Columbia City Secondary Track be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $215,480 or $1,390 per carload. Recovery of costs would require approximately a ninefold increase in traffic or a 280 percent rate increase over the 1973 levels.

COLUMBIA CITY SECONDARY TRACK

USRA Line No. 420

Penn Central



This portion of the Columbia City Secondary Track, formerly part of the Pennsylvania RR, extends from *Columbia City* (Vandale) (Milepost 55.3) to *North Manchester, Ind.* (Milepost 38.0), a distance of *17.3 miles*, in Whitley, Kosciusko and Wabash Counties, Indiana. A continuation of this line extends from N. Manchester to Mexico, which segment is also under study in this Report. At Columbia City, this line connects with the PC's Chicago-Pittsburgh line and at N. Manchester with the PC's Anderson-Goshen Line. This line was described as potentially excess in the U.S. DOT Report (see Zones 115 and 117).

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled, "The Public Response to the Secretary of Transportation's Rail Service Report."

Information for Line Retention Decision

The ICC approved this line for abandonment on April 12, 1973 (Docket No. AB–5 Sub. No. 25). It has been kept in service to handle traffic generated on USRA segment No. 419.

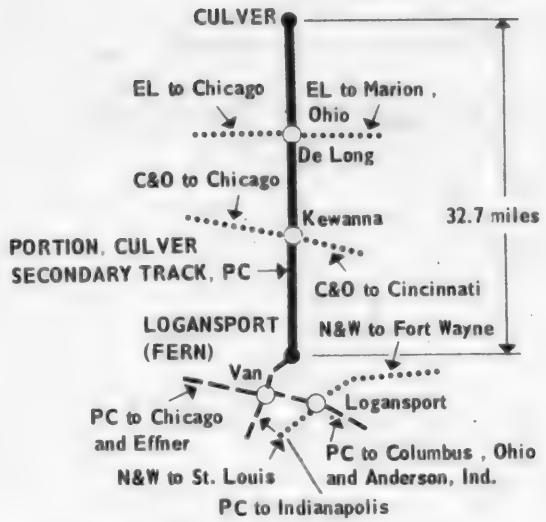
Preliminary Recommendation

It is *not* recommended that this portion of the Columbia City Secondary be included in the ConRail System.

PORTION OF CULVER SECONDARY TRACK

USRA Line No. 423

Penn Central



This portion of the Culver Secondary Track, formerly part of the Pennsylvania RR, extends from *Logansport* (Milepost 115.9) to *Culver, Ind.* (Milepost 148.6), a distance of *32.7 miles*, in Cass, Fulton and Marshall Counties, Ind. At Logansport this line connects with the PC Chicago-to-Columbus line, the Norfolk & Western Ry, and the I&F Branch, PC. Kewanna is served by the Chesapeake & Ohio Ry's Chicago-Cincinnati line and De Long is served by the Erie-Lackawanna Ry's Chicago-Marion, Ohio line. This line was described as potentially excess in the U.S. DOT Report (see Zones 117 and 129). Penn Central has filed petitions to abandon this line (ICC Docket No. AB–5 Sub. 107 and USRA Docket No. 75–36).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Lucerne	95
Grass Creek	22
Kewanna	20
De Long	0
Culver	9
Total carloads generated by the line	146
Average carloads per week	2.8
Average carloads per mile	4.5
Average carloads per train	3.7
1973 operating information:	
Number of round trips per year	40
Estimated time per round trip (hours)	8.0
Locomotive horsepower	1,700
Train crew size	4

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report." Information received by USRA staff indicated that this, like other rural branch lines, is considered important to the shippers of agricultural inputs not conducive to other modes such as potash and anhydrous ammonia.

Information for Line Retention Decision

Revenue received by PC		$64,558
Average revenue per carload	$442	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	224,205	
Cost of upgrading branch line to FRA Class I (1/10 of total upgrading cost)	75,106	
Cost incurred beyond the branch line	42,650	
Total variable (avoidable) cost		341,961
Net contribution (loss): total		(277,403)
Average per carload		(1,900)

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.).

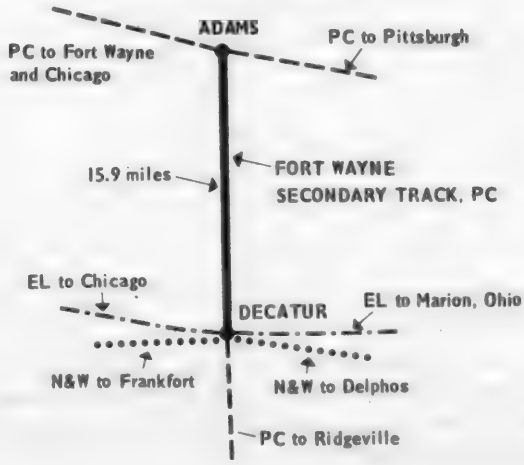
Preliminary Recommendation

It is *not* recommended that this portion of the Culver Secondary Track be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic revenue and cost levels, this line generates an annual excess financial burden amounting to $277,403 or $1,900 per carload. Recovery of cost would require approximately a thirteen-fold increase in traffic or a 430 percent rate increase over the 1973 levels.

FT. WAYNE SECONDARY TRACK

USRA Line No. 428

Penn Central



The Ft. Wayne Secondary Track, formerly part of the Pennsylvania RR, extends from *Decatur* (Milepost 70.7) to *Adams, Ind.* (Milepost 86.6), a distance of *15.9 miles*, in Allen and Adams Counties, Ind. This line runs south from the Penn Central Chicago-Pittsburgh line at Adams just east of Fort Wayne. Below Decatur it continues to Ridgeville, and is also under study in this report. The EL Chicago-Marion, Ohio line and the N&W Marion, Ind. to Delphos, Ohio line cross at Decatur. This line was described as potentially excess in the U.S. DOT Report (see Zones 116 and 117).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Decatur[1]	7,693
Williams	39
Hoagland	10
Total carloads generated by the line	7,742
Average carloads per week	148.9
Average carloads per mile	486.9
Average carloads per train	31.0
1973 operating information:	
Number of round trips per year	250
Estimated time per round trip (hours)	10.0
Locomotive horsepower	1,000
Train crew size	5

[1] Includes only traffic on segment.

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that abandonment of this line might result in the termination of several jobs. The Central Soya Company of Decatur has invested $20 million in rail equipment including a fleet of jumbo hopper cars.

Information for Line Retention Decision

Revenue received by PC		$3,565,884
Average revenue per carload	$461	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	482,294	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	2,877,414	
Total variable (avoidable) cost		3,359,708
Net contribution (loss) total		206,176
Average per carload	27	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimm safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.).

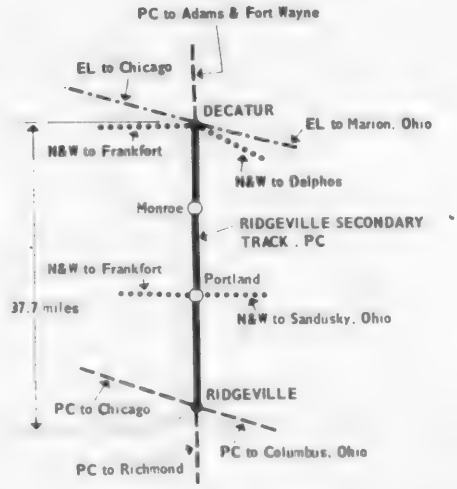
Recommendation

It is recommended that the Ft. Wayne Secondary Track be included in the ConRail System.

RIDGEVILLE SECONDARY TRACK

USRA Line No. 429

Penn Central



The Ridgeville Secondary Track, formerly part of the Pennsylvania RR, extends from *Ridgeville* (Milepost 33.0) to *Decatur, Ind.* (Milepost 70.7), a distance of *37.7 miles*, in Adams, Jay and Randolph Counties, Ind. This line continues south to Richmond and north (as the Ft. Wayne secondary track). Both extensions are also under study in this report. N&W lines cross at Decatur and Portland; the EL Chicago-Marion, Ohio line crosses at Decatur and there is a connection with the Penn Central's Chicago-Columbus line at Ridgeville. Penn Central has filed a petition to abandon the section of this line between Portland and Monroe (ICC Docket No. AB–5, Sub. 139). This line was described as potentially excess in the U.S. DOT Report (see Zones 117 and 120).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Collett	1
Portland	389
Briant	5
Geneva	66
Berne	159
Monroe	105
Decatur[1]	16
Ridgeville[1]	32
Total carloads generated by the line	773
Average carloads per week	14.9
Average carloads per mile	20.5
Average carloads per train	3.9

1973 operating information:

Number of round trips per year	200
Estimated time per round trip (hours)	11.0
Locomotive horsepower	1,000
Train crew size	5

[1] Includes only traffic on this segment.

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that there are prospects for substantial increases in future business if better service and more cars were available. The Adams County Farm Bureau shipped and received about 7 thousand tons in 1973. With better service and car availability this could be in the 32,000–40,000 ton range.

The Governor's Task Force found that the Ridgeville-Adams Line operates at a substantial profit; its abandonment would cause the loss of 135 jobs, and recommends inclusion in the Final System Plan. (This line is only a portion of a longer line analyzed by the State of Indiana.)

Information for Line Retention Decision

Revenue received by PC		$310,397
Average revenue per carload	$402	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	493,975	
Cost of upgrading branch line to FRA Class I (1/10 of total upgrading cost	38,616	
Cost incurred beyond the branch line	134,815	
Total variable (avoidable) cost		667,406
Net contribution (loss) total		(357,009)
Average per carload	(462)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h). Based on available information, this upgrading would include the replacement of a total of 280 crossties (an average of 7 crossties per mile).

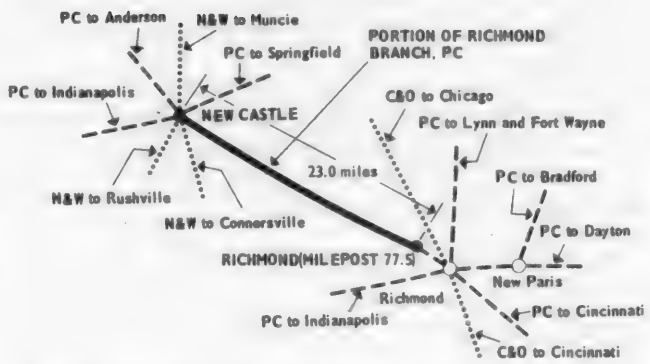
Preliminary Recommendation

It is *not* recommended that the Ridgeville Secondary Track be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $357,009 or $462 per carload. Recovery of costs would require approximately a 170 percent increase in traffic or a 115 percent rate increase over the 1973 levels. Costs may also be reduced by reducing frequency, although this alone will *not* make the line viable.

PORTION OF RICHMOND BRANCH

USRA Line No. 521

Penn Central



This portion of the Richmond Branch, formerly part of the Pennsylvania RR, extends from *Richmond* (Milepost 77.5) to *New Castle, Ind.* (Milepost 100.5), a distance of *23.0 miles*, in Wayne and Henry Counties, Indiana. This is a segment of the Richmond Branch of the PC's line from Logansport, Ind. to Cincinnati, Ohio. Parts of the northern and southern continuation of this "Richmond Branch" are also under study in this Report. Other lines serving Richmond are: C&O Cincinnati to Muncie; PC Richmond to Ft. Wayne (portions of which are also under study in this Report); and PC Columbus, Ohio to Indianapolis, which is also under study in this Report. Penn Central has filed a petition to abandon this line (I.C.C. Docket No. AB–5 Sub. 131/132; USRA Docket No. 75–39). This line was described as potentially excess in the U.S. DOT Report (see Zone 120).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:

Greens Fork	0
Hagerstown	21
Millville	0
Richmond [1]	101
Total carloads generated by the line	122
Average carloads per week	2.3
Average carloads per mile	5.3
Average carloads per train	2.3

1973 operating information:

Number of round trips per year	52
Estimated time per round trip (hours)	3.5
Locomotive horsepower	1,750
Train crew size	4

[1] Includes only traffic on segment.

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their report entitled "The Public Response to the Secretary of Transportation's Rail Service Report" by Helen A.

Lowers of Green Fork indicated that she favors abandonment. Her testimony indicated that she has a reversionary interest in the right-of-way and that her family has paid taxes on the property to the railroad for some 32 years. She stated that there is only one slow movement along the tracks per week and that the railroad has failed to maintain the property or protect abutting land owners.

The New Castle Metal Casting Plant Perfect Circle Division of Dana Corporation expressed concern about the line segment between New Castle and Hagerstown.

The Corporation received 81 carloads of sand in 1973 and feels its car use could double within the next year due to a plant expansion.

The Wayne County Farm Bureau Cooperative Association of Richmond is also concerned. In 1973 they unloaded 21 cars of fertilizer and could have used 100 hopper cars of grain if service had been available. Rail movement of grain means 10 cents more per bushel for the farmer. Moving fertilizer by truck inbound could add $10 per ton to the farmer's cost. Farmers have invested approximately half a million dollars at this location. According to the Governor's Rail Task Force, employment lost would be forty-five jobs representing $382,608 in wages.

The Task Force concludes that this line currently operates at a loss and should be abandoned.

Information for Line Retention Decision

Revenue received by PC		$33,270
Average revenue per carload	$273	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	157,946	
Cost of upgrading branch line to FRA class I (1/10 of total upgrading cost)	16,608	
Cost incurred beyond the branch line	14,001	
Total variable (avoidable) cost		188,555
Net contribution (loss): Total		(155,285)
Average per carload	(1,273)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 1,080 crossties (an average of 47 crossties per mile).

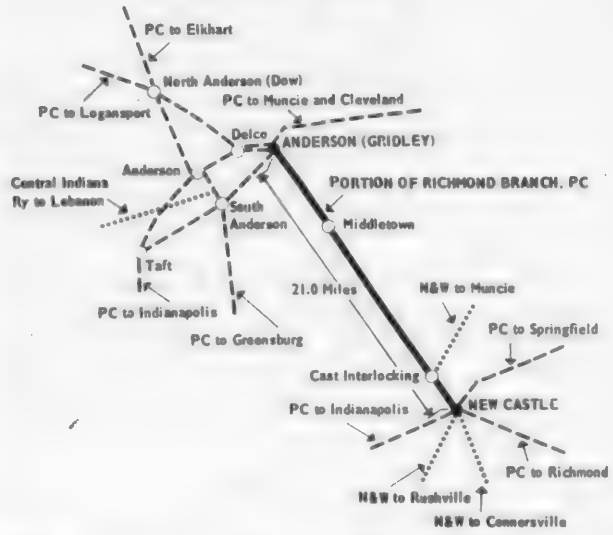
Preliminary Recommendation

It is *not* recommended that this portion of the Richmond Branch be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $155,285 or $1,273 per carload. Recovery of costs would require approximately a sevenfold increase in traffic or a 465 percent rate increase over the 1973 levels.

PORTION OF RICHMOND BRANCH

USRA Line No. 522

Penn Central



This portion of the Richmond Branch, formerly part of the Pennsylvania RR, extends from *New Castle* (Milepost 100.5) to *Anderson, Ind.* (Milepost 121.5), a distance of *21.0 miles*, in Henry and Madison Counties, Indiana. This line is part of Penn Central's Logansport to Cincinnati line; both the northern and southern continuations of this line are also under study in this Report. The PC Cleveland-to-Indianapolis line and the Michigan Branch to Elkhart cross at Anderson. The N&W lines to Muncie, Rushville and Connersville cross at New Castle, as does the PC's Springfield-Indianapolis line, which is also under study in this Report. This line was described as potentially excess in the U.S. DOT Report (see Zones 119 and 120).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
New Castle[1]	424
Sulphur Spring	77
Honey Creek	18
Middletown	103
Anderson[1]	3,851
Total carloads generated by the line	4,473
Average carloads per week	86.0
Average carloads per mile	213.0
Average carloads per train	22.4
1973 operating information:	
Number of round trips per year	200
Estimated time per round trip (hours)	4
Locomotive horsepower	1,750
Train crew size	4

[1] Includes only traffic on segment.

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that the New Castle to Anderson line is used by both industrial and agricultural shippers. Wilson Grain Elevator, Inc. at Sulphur Springs will not increase its storage capacity as planned until it is assured of continued rail service.

The Henry County Farm Bureau Cooperative Association, operator of a fertilizer plant at Honey Creek and a grain manufacturing plant at New Castle, receives fertilizer from Florida and Canada. The Association believes truck shipments would be costly and difficult. Use of trucks might cause the Honey Creek plant to close because trucks require more storage and the availability of sufficient equipment is doubtful.

The Association as well as Wilson Grain reported poor service from the PC because of an inability to furnish sufficient rail cars as needed.

Liebhardt Mills, Inc., shipped between 26 and 44 carloads in 1973. They indicated its plant could not utilize trucks because of restrictive rate structures and would be forced to close if rail service were discontinued.

Allegheny Ludlum Steel shipped 185 carloads of scrap metal and hot rolled bands in 1973. Its New Castle plant was acquired in 1972 and its traffic is not reflected in the DOT Report.

The Governor's Rail Task Force estimated that the line generates nine carloads per mile exclusive of the end point traffic (New Castle and Anderson). The Task Force also estimated that 45 jobs would be lost as a result of abandonment, representing $382,608 in wages.

The Task Force indicates that this line operated at a loss in 1973 and recommends that a portion of the line between Anderson and Middletown be abandoned and the remainder of the line be operated as a branch out of New Castle. It recommends that this latter segment be incorporated in the Final System Plan and transferred to ConRail.

Information for Line Retention Decision

Revenue received by PC		$1,921,825
Average revenue per carload	$430	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	251,868	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	624,466	
Total variable (avoidable) cost		876,334
Net contribution (loss): Total		1,045,491
Average per carload	234	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph).

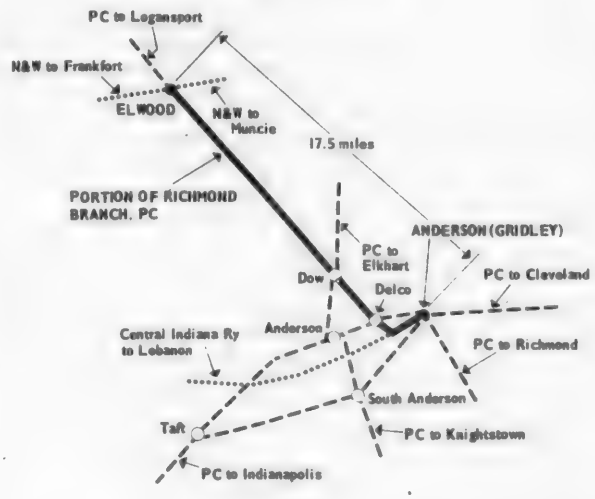
Recommendation

It is recommended that this portion of the Richmond Branch be included in the ConRail System.

PORTION OF RICHMOND BRANCH

USRA Line No. 523

Penn Central



This portion of the Richmond Branch, formerly part of the Pennsylvania RR, extends from *Anderson* (Milepost 121.5) to *Elwood, Ind.* (Milepost 139.0), a distance of *17.5 miles*, in Madison County, Ind. This segment is part of the Logansport-Richmond-Cincinnati Branch; both its northern and southern extension are also under study in this Report. At Anderson the Penn Central's Cleveland-Indianapolis line and Michigan Branch cross. The Central Indiana RR to Lebanon also intersects at Lebanon, and at Elwood the N&W Frankfort to Muncie line crosses. This line was described as potentially excess in the U.S. DOT Report (see Zone 119).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Frankton	56
Elwood	450
Total carloads generated by the line	506
Average carloads per week	9.7
Average carloads per mile	28.9
Average carloads per train	3.4

1973 Operating Information:

Number of round trips per year	150
Estimated time per round trip, hours	2.5
Locomotive horsepower	1,750
Train crew size	4

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that the Ryman and Fox Company of Frankton has recently invested $70,000 in a new rail siding. The company stated that its decision to locate in Frankton was based on the assurance of continued rail service. The firm's projected 1974 carload figure is 440.

The Governor's Rail Task Force submitted information pertaining to the line extending from Anderson to Kokomo. This line generated freight revenues of $220,367 in 1973 as opposed to branch costs of $139,009 equalling an estimated profit of $81,363. Although traffic volume is light, freight revenues per mile are high. Therefore, the Task Force recommends retention of service on this line.

Information for Line Retention Decision

Revenue received by PC		$131,876
Average Revenue Per Carload	$261	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	102,570	
Cost of upgrading branch line to FRA Class I (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	163,682	
Total variable (avoidable) cost		166,252
Net contribution (loss): total		(34,376)
Average per carload	(68)	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.).

Preliminary Recommendation

It is *not* recommended that this portion of the Richmond Branch be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $34,376 or $68 per carload. Recovery of costs would require approximately a 43 percent increase in traffic or a 26 percent rate increase over the 1973 levels. *Shippers at Anderson will continue to be served.*

PORTION OF THE RICHMOND BRANCH

USRA Line No. 524

Penn Central

This portion of the Richmond Branch, formerly part of the Pennsylvania RR, extends from *Elwood* (Milepost 139.0) to *Kokomo, Ind.* (Milepost 156.5), a distance of *17.5 miles*, in Madison, Tipton and Howard Counties, Ind. Continuations of this line extend northwestward from Kokomo to Logansport and beyond, and southeastward from Elwood to Anderson and beyond. The line southeastward is also under study in this Report. This line connects at Elwood with the N&W to Frankfort and Muncie; and at Kokomo with the N&W to Delphos and Frankfort and to Indianapolis and Michigan City. An abandonment application has been filed with ICC Docket No. AB-5, Sub. 131, 132; with USRA, Docket No. 75-40. This line was described as potentially excess in the U.S. DOT Report (see Zones 117 and 119).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:

Curtisville	37
Windfall	61
Nevada	4
Hemlock	75
Total carloads generated by the line	177
Average carloads per week	3.4
Average carloads per mile	10.2
Average carloads per train	3.4

1973 operating information:

Number of round trips per year	52
Estimated time per round trip (hours)	2.2
Locomotive horsepower	1,750
Train crew size	4

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that at least two shippers on the line will incur higher shipping costs if the line is abandoned. The Rydman and Fox Company recently invested $70,000 in a new rail siding based on PC's word that the line would not be abandoned. The Butcher Manufacturing Company estimated that the loss of this line would cost it $40,000 in additional transportation costs.

The Governor's Task Force indicates freight revenues of $220,367 in 1973 as opposed to branch costs of $139,009 equaling an estimated profit of $81,363. The analysis of this line suggests that it is viable, therefore the Task Force recommends retention of the line.

Information for Line Retention Decision

Revenue received by PC		$83,228
Average revenue per carload	$470	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	122,396	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	51,962	
Total variable (avoidable) cost		174,358
Net contribution (loss): total		(91,130)
Average per carload	(515)	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.).

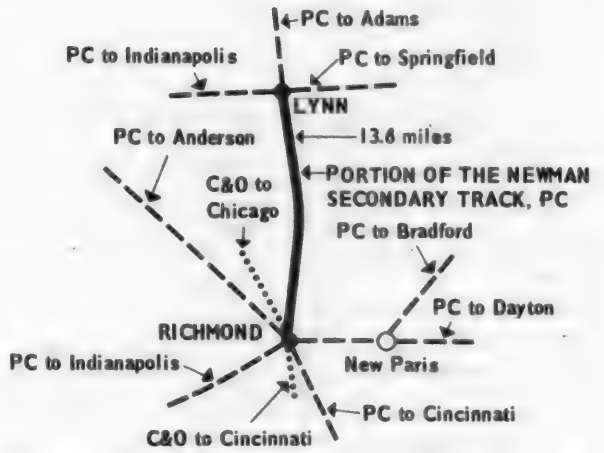
Preliminary Recommendation

It is *not* recommended that this portion of the Richmond Branch be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $91,130, or $515 per carload. Recovery of costs would require approximately a threefold increase in traffic or a 110 percent rate increase over the 1973 levels. *Shippers at Kokomo will continue to be served.*

PORTION OF THE NEWMAN SECONDARY TRACK

USRA Line No. 556

Penn Central



This portion of the Newman Secondary Track, formerly part of the Pennsylvania RR, extends from *Richmond* (Milepost 2.0) to *Lynn, Ind.* (Milepost 15.6), a distance of *13.6 miles*, in Wayne and Randolph Counties, Indiana. A continuation of this line extends northward from Lynn to Adams. (Over this portion the line is called the Fort Wayne Branch and Ridgeville Secondary Track). This continuation is also under study in this Report. Connections include: the PC Indianapolis to Columbus line, the PC Richmond Branch, and the Chesapeake & Ohio Ry., Cincinnati to Chicago at Richmond. At Lynn, there is a connection with the PC Springfield Branch. The PC Richmond Branch, Springfield Branch and Columbus-to-Indianapolis line are also under study in this Report. This line was described as potentially excess in the U.S. DOT Report (see Zone 120).

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report."

Information for Line Retention Decision

This line has been used as an overhead detour route; it serves no local traffic. Since the PC line through Goshen and Anderson has been upgraded, this line is no longer required.

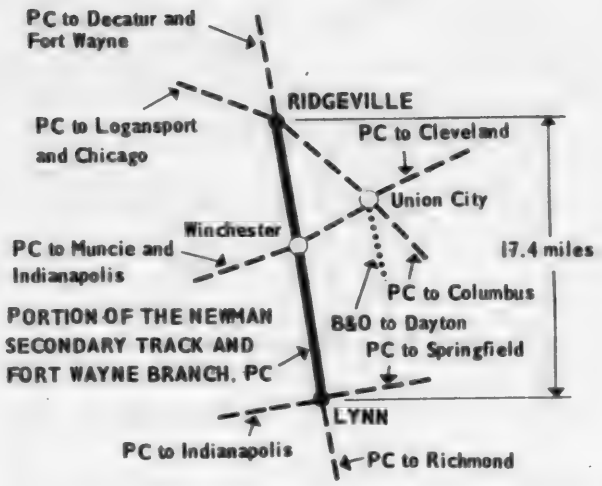
Preliminary Recommendation

It is *not* recommended that this portion of the Newman Secondary Track be included in the ConRail System.

PORTION OF THE NEWMAN SECONDARY TRACK AND THE FORT WAYNE BRANCH

USRA Line No. 557

Penn Central



This portion of the Newman Secondary Track and the Fort Wayne Branch, formerly part of the Pennsylvania RR, extends from *Lynn* (Milepost 15.6) to *Ridgeville, Ind.* (Milepost 33.0), a distance of *17.4 miles*, in Randolph County, Ind. Continuations of this line extend southward from Lynn and northward from Ridgeville (this portion is the Ridgeville Secondary Track). These continuations are also under study in this Report. Connections include: the PC Springfield Branch at Lynn (portions of which are also under study in this Report), the PC Cleveland-to-Indianapolis line at Winchester, and the PC Columbus-to-Chicago line at Ridgeville. PC has filed for abandonment with the ICC Docket No. AB–5 Sub. 138, 139. PC has also filed with USRA Docket No. 75–37. This line was described as potentially excess in the U.S. DOT Report (see Zone 120).

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report." An analysis by the Governor's Rail Task Force gives total annual branch cost as $67,626, while total branch freight revenue is listed as $3,872. Rehabilitation costs are estimated at $225,760. To continue operations, an annual estimated subsidy of $63,756 would be needed. The main economic activity in the area is agriculture and light industry. The Task Force noted that there is no potential for traffic growth and recommended abandonment of this line segment.

Information for Line Retention Decision

This line has been used as an overhead detour route; it serves no local traffic. Since the PC line through Goshen and Anderson has been upgraded, this line is no longer required.

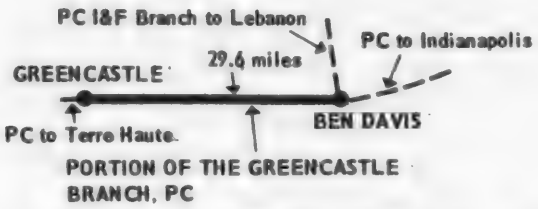
Preliminary Recommendation

It is *not* recommended that this portion of the Newman Secondary Track and the Fort Wayne Branch be included in the ConRail System.

PORTION OF THE GREENCASTLE BRANCH

USRA Line No. 565

Penn Central



This portion of the Greencastle Branch, formerly part of the Pennsylvania RR, extends from *Ben Davis* (Milepost 6.9), to *Greencastle, Ind.* (Milepost 36.5), a distance of *29.6 miles*, in Marion, Hendricks, and Putnam Counties, Indiana. Continuations of this line extend eastward from Ben Davis to Indianapolis, and westward from Greencastle to Terre Haute. The portion between Greencastle and Terre Haute is also under study in this Report. This line connects with the I&F Branch of the PC at Ben Davis. The Penn Central Company has filed a petition for abandonment of this line with the ICC. No action has been taken. This line was described as potentially excess in the U.S. DOT Report (see Zones 122 and 126).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Bridgeport	5
Plainfield	30
Clayton	14
Amo	0
Coatesville	4
Fillmore	14
Total carloads generated by the line	76
Average carloads per week	1.5
Average carloads per mile	2.6
Average carloads per train	1.5
1973 Operating Information:	
Number of round trips per year	52
Estimated time per round trip (hours)	3
Locomotive horsepower	5,250
Train crew size	5

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that there was little public protest to the potential abandonment of the Indianapolis to Terre Haute line, which includes the Ben Davis to Greencastle segment. However, Lone Star Industries at Limedale, near Greencastle but not on this segment, said the line is needed to provide adequate service and alternative routing between Terre Haute and Indianapolis. Penn Central currently operates two parallel lines between those two points. The Governor's Rail Task Force stated that the main economic activities along this segment are agriculture and agri-business. The Task Force estimated that an annual subsidy of $100,576 would be required to keep the line in operation. The estimated rehabilitation was listed at $354,560. Abandonment would mean the loss of about 60 jobs.

Information for Line Retention Decision

Revenue received by PC		$21,563
Average revenue per carload	$284	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	222,801	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	11,562	
Total variable (avoidable) cost		234,363
Net contribution (loss): total		(212,800)
Average per carload	(2,800)	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph). Evaluation of coal reserves by USRA shows no coal deposits adjacent to this line.

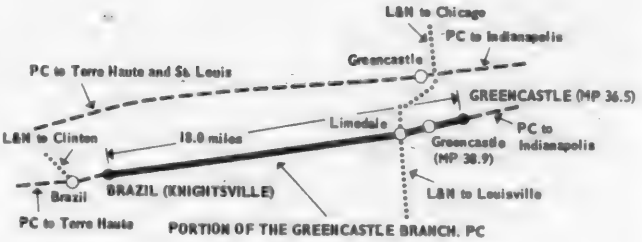
Preliminary Recommendation

It is *not* recommended that this portion of the Greencastle Branch be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $212,800 or $2,800 per carload. Recovery of costs would require approximately a 21-fold increase in traffic or a 986 percent rate increase over the 1973 levels.

PORTION OF THE GREENCASTLE BRANCH

USRA Line No. 566

Penn Central



This portion of the Greencastle Branch, formerly part of the Pennsylvania RR, extends from *Greencastle* (Milepost 36.5) to *Brazil, Ind.* (Milepost 54.5), a distance of *18.0 miles*, in Putnam and Clay Counties, Ind. This line is also known as the Davis to Lenox Line. Continuations of this line extend eastward from Greencastle to Indianapolis and westward from Brazil to Terre Haute. Both of these continuations are also under study in this Report. Connections are made at Limedale with the Louisville and Nashville RR Monon-to-Louisville line. Abandonment application was filed with the ICC, Docket No. AB–5, Sub. 145. This line was described as potentially excess in the U.S. DOT Report, except for the portion from Greencastle to Limedale (see Zones 125 and 126).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Greencastle	1,210
Limedale	948
Reelsville	0
Total carloads generated by the line	2,158
Average carloads per week	41.5
Average carloads per mile	119.9
Average carloads per train	6.2
1973 operating information:	
Number of round trips per year	350
Estimated time per round trip (hours)	5.1
Locomotive horsepower	5,250
Train crew size	5

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that public protest of potential abandonment was slight. Both protesting shippers would continue to have rail

service, although alternate routings could reduce their desired level of service.

The Governor's Task Force analysis indicated the segment operates at a profit, generating 53 carloads per mile, not including Greencastle traffic.

Information for Line Retention Decision

Revenue received by PC		$977,308
Average revenue per carload	$453	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	322,541	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost	0	
Cost incurred beyond the branch line	362,574	
Total variable (avoidable) cost		685,115
Net contribution (loss): Total		292,193
Average per carload	135	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph).

Recommendation

It is recommended that this portion of the Greencastle Branch be included in the ConRail System.

PORTION OF GREENCASTLE BRANCH

USRA Line No. 566a

Penn Central

This portion of the Greencastle Branch, formerly part of the Pennsylvania RR, extends from *Brazil* (Milepost 54.5) to *Terre Haute, Ind.* (Milepost 72.4), a distance of *17.9 miles*, in Clay and Vigo Counties, Ind. This line is also known as the Davis-to-Lenox Line. A continuation of this line extends westward from Terre Haute to St. Louis, and it is under study in this Report. Another continuation of this line extends eastward from Brazil to Greencastle, and it is also under study in this Report. Connections at Brazil are made with the Louisville and Nashville RR to Chicago, and at Terre Haute with the PC Peoria Secondary Track, the PC Clay City Secondary Track, the PC Indianapolis-to-St. Louis Line (via Pana and Effingham); the Louisville & Nashville to Vincennes and Danville, and the Chicago, Milwaukee, St. Paul & Pacific RR to Chicago. All of the PC lines at Terre Haute except for the Indianapolis to St. Louis Line (via Effingham) are also under study in this Report. This line was not described as potentially excess in the U.S. DOT Report (see Zone 125).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Brazil	586
Staunton	134
Seelyville	64
Terre Haute[1]	4,295
Total carloads generated by the line	5,079
Average carloads per week	97.7
Average carloads per mile	283.7
Average carloads per train	14.5
1973 operating information:	
Number of round trips per year	350
Estimated time per round trip (hours)	4.7
Locomotive horsepower	5,250
Train crew size	5

[1] Includes only traffic on segment.

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that Arketex Ceramic Corporation located in Brazil, stressed requirement of rail service to move bulk raw materials from distances of over 1,000 miles. The firm shipped over 278 carloads in 1973. The present track condition is poor and the spur leading to this plant was out of order 33 days in 1973. Prior to 1970, the firm shipped 50 percent of its total volume via rail, but rail shipments accounted for only 31 percent in 1973. The drop was attributed to inadequate service.

The Governor's Rail Task Force supplied no information about this particular segment of the line.

Information for Line Retention Decision

Revenue received by PC		$1,599,201
Average revenue per carload	$315	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	350,516	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	12,637	
Cost incurred beyond the branch line	692,622	
Total variable (avoidable) cost		1,055,775

Net contribution (loss): total		543,426
Average per carload	107	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 1,011 crossties (an average of 57 crossties per mile).

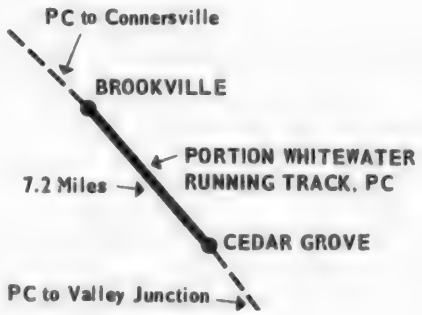
Recommendation

It is recommended that this portion of the Greencastle Branch be included in the ConRail System.

PORTION OF THE WHITEWATER RUNNING TRACK

USRA Line No. 571

Penn Central



This portion of the Whitewater Running Track, formerly part of the New York Central RR, extends from *Cedar Grove* (Milepost 36.7) to *Brookville, Ind.* (Milepost 43.9), a distance of *7.2 miles*, in Franklin, County, Indiana. Continuations of this line extend southeastward from Cedar Grove and northwestward from Brookville. The latter portion is also under study in this Report. PC filed an abandonment application with the ICC on July 18, 1973, Docket No. AB–5, Sub. 180. This line was described as potentially excess in the U.S. DOT Report (see Zone 120).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:		
Cedar Grove		60
Brookville		685
Total carloads generated by the line		745
Average carloads per week		14.3
Average carloads per mile		103.5
Average carloads per train		10.6
1973 Operating Information:		
Number of round trips per year		70
Estimated time per round trip (hours)		4.0
Locomotive horsepower		1,750
Train crew size		5

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that the Franklin County Farm Bureau Cooperative operates a facility at Brookville. The State of Indiana recommends that this line could be operated as a branch line from Valley Junction, Ohio, to Beeson, Ind., or as a branch from Cambridge City south over Norfolk & Western track to Beesons and from Beesons, south to Harrison, Ind.

Information for Line Retention Decision

Revenue received by PC		$179,392
Average revenue per carload	$241	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	92,465	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	16,321	
Cost incurred beyond the branch line	104,402	
Total variable (avoidable) cost		213,188
Net contribution (loss): total		(33,796)
Average per carload	(45)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 4,645 crossties (an average of 645 crossties per mile).

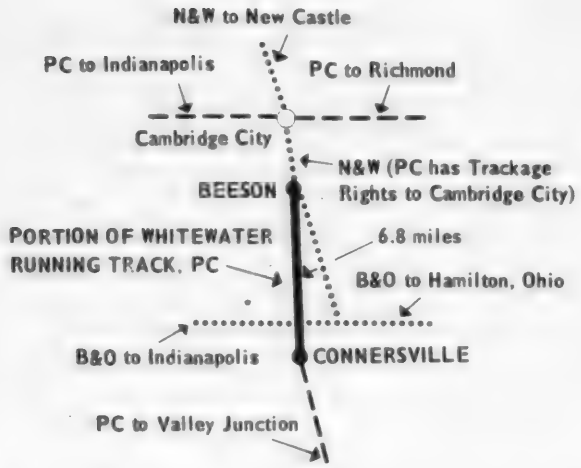
Preliminary Recommendation

It is *not* recommended that this portion of the Whitewater Running Track be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $33,796 or $45 per carload. Recovery of costs would require approximately a 45 percent increase in traffic or a 19 percent rate increase over the 1973 levels.

PORTION OF THE WHITEWATER RUNNING TRACK

USRA Line No. 573

Penn Central



This portion of the Whitewater Running Track, formerly part of the New York Central RR, extends from *Connersville* (Milepost 67.3) to *Beeson, Ind.* (Milepost 74.1), a distance of *6.8 miles*, in Fayette and Wayne Counties, Indiana. A continuation of this line extends southward from Connersville. Connections include the Baltimore & Ohio to Indianapolis and Hamilton at Connersville, and the Norfolk & Western to New Castle at Beeson. This line was not shown in the U.S. DOT Report (see Zone 120).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Connersville	5,958
Beesons	0
Total carloads generated by the line	5,958
Average carloads per week	114.6
Average carloads per mile	876.2
Average carloads per train	23.4
1973 operating information:	
Number of round trips per year	250
Estimated time per round trip (hours)	8.0
Locomotive horsepower	1,750
Train crew size	5

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" noted that the Early and Daniel Co. of Cincinnati recommends that the N&W should purchase and operate the PC line from Beeson to Valley Junction. This would establish a main line on the N&W from the west to Norfolk via Cincinnati and would reduce circuity.

Indiana's Rail Task Force did not analyze the Beeson to Connersville line segment separately but includes it in a longer segment extending from Harrison at the Indiana-Ohio state line north to Beeson. The task Force estimates that annual profits on this longer segment is $1,820,203. Estimated rehabilitation cost is $255,063. The rail group recommends retention of service on the entire line segment and inclusion in the Con-Rail System.

Information for Line Retention Decision

Revenue received by PC		$1,758,001
Average revenue per carload	$295	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	339,258	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	25,287	
Cost incurred beyond the branch line	1,111,015	
Total variable (avoidable) cost		1,475,560
Net contribution (loss): Total		282,441
Average per carload		47

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 4,443 crossties (an average of 650 crossties per mile).

Recommendation

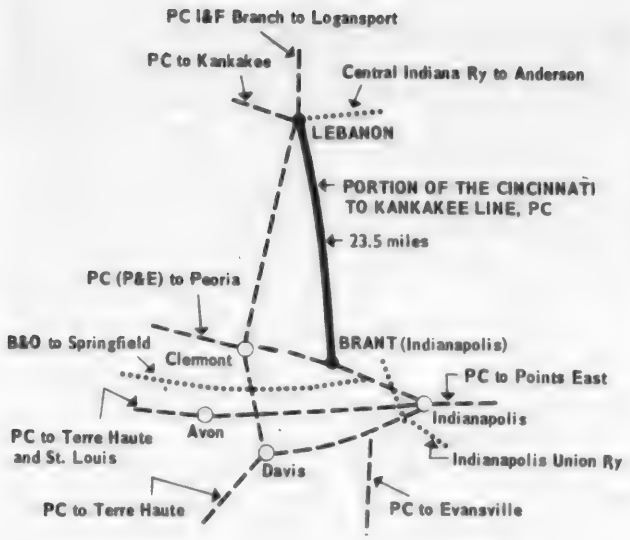
It is recommended that service to Connersville be assumed by a solvent carrier. If such an agreement cannot be reached, it is recommended that this portion of the Whitewater Running Track be included in the ConRail System. ConRail would serve the line from Richmond, Ind.

PORTION OF THE CINCINNATI TO KANKAKEE LINE

USRA Line No. 574/574a

Penn Central

This portion of the Cincinnati-to-Kankakee Line, formely part of the New York Central RR, extends from *Brant* (Milepost 113.5), to *Lebanon, Ind.* (Milepost 137.0), a distance of *23.5 miles*, in Marion and Boone Counties, Indiana. Continuations of this line extend southeastward from Brant and northwestward from Lebanon. The latter portion is also under study in this Report. Connections are: the Peoria & Eastern line at Brant (out of service) and the PC I&F Branch at Lebanon. The Peoria and Eastern and a portion of the PC I&F are also under study in this Report. PC



has filed an abandonment application with the ICC Docket No. AB–5, Sub. 94. This line was described as potentially excess in the U.S. DOT Report (see Zone 122).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Rock Island	212
Augusta	418
Zionsville	285
Whitestown	9
Indianapolis [1]	109
Total carloads generated by the line	1,083
Average carloads per week	19.9
Average carloads per mile	44.0
Average carloads per train	6.9
1973 operating information:	
Number of round trips per year	150
Estimated time per round trip (hours)	4.0
Locomotive horsepower	1,750
Train crew size	4

[1] Includes only traffic on this segment.

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that Swiggert Lumber of Zionsville would have to pay $300 to $400 more for a carload of materials without direct rail service. Swiggert shipped 3 carloads in 1973. The Stenotype Company stated that its paper transport costs would double without rail service. Carloads generated by Stenotype in 1973 were 59, and the firm projects future traffic of 72 carloads per year. Rheem Manufacturing Company and James Held Company indicated that they both expect to begin using rail service at Indianapolis, and their combined traffic would add 115 carloads. It was also suggested at the hearings that this line through Zionsville could be used for suburban passenger service. The Governor's Rail Task Force indicated that this line generated $274,747 in revenue, $108,953 in branch line costs and operated at a profit of $165,793. Estimated rehabilitation costs for the line were set at $252,000. The Task Force found traffic to consist of 931 carloads or 32 cars per mile. Abandonment of the line would result in 45 jobs being lost, representing $382,608 in wages. The Task Force could project no traffic growth, but recommended that this line be included as part of the ConRail System. A parallel PC line runs between Lebanon and Indianapolis just to the west of this line.

Information for Line Retention Decision

Revenue received by PC		$301,087
Average revenue per carload	$291	
Variable (avoidable) cost for continued service:		
Cost incurred on the branch line	203,292	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	52,282	
Cost incurred beyond the branch line	162,087	
Total variable (avoidable) cost		417,661
Net contribution (loss): total		(116,574)
Average per carload	(112)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph). Based on available information, this upgrading would include the replacement of a total of 11,750 crossties (an average of 500 crossties per mile).

Available data indicates that the near term potential traffic growth of the line may amount to 130 carloads per year. However, an 80 per cent growth in traffic would be required for financial self-sufficiency.

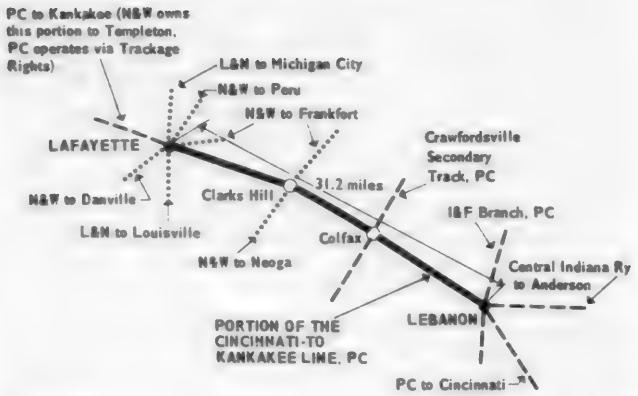
Preliminary Recommendation

It is *not* recommended that this portion of the Cincinnati to Kankakee Line be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $116,574 or $112 per carload. Recovery of costs would require approximately an 80 percent increase in traffic or a 35 percent rate increase over the 1973 levels. Traffic between Lebanon and Indianapolis can be routed via the E&P.

PORTION OF THE CINCINNATI-KANKAKEE LINE

USRA Line No. 575

Penn Central



This portion of the Cincinnati-to-Kankakee Line, formerly part of the New York Central RR, extends from *Lebanon* (Milepost 139.0) to *Lafayette, Ind.* (Milepost 170.2), a distance of ***31.2 miles***, in Boone, Clinton and Tippecanoe Counties, Ind. Norfolk & Western owns the portion of the line from Lafayette to Templeton. PC operates via trackage rights. Continuations of this line extend southeastward from Lebanon and northwestward from Lafayette. Both of these continuations are also under study in this report. Connections include: the PC I&F Branch and the Central Indiana Ry at Lebanon; the PC Crawfordsville Secondary Track at Colfax; the Norfolk & Western to Frankfort and Neoga at Clarks Hill; and at Lafayette, the Louisville & Nashville's Louisville-to-Michigan City line and the Norfolk & Western lines to Frankfort, Danville, and Peru. The PC Crawfordsville Secondary Track is also under study in this report. This line was described as potentially excess in the U.S. DOT Report DOT Report (see Zones 117, 122 and 127).

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report covers this segment in terms of a longer segment which extends from Indianapolis to Lafayette. The Indianapolis Power and Light Co., the report observed, has invested $3,000,000 in a new plant rail siding on this longer segment and depends upon rail service to receive coal. Ayr-Way Stores, Inc., a 27 store chain, established a distribution center and warehouse at Lebanon in 1970. Richard Fall spoke for the Boone County Farm Bureau Coop. and for three grain elevators, two fertilizer plants and one lumber yard on the line between Lebanon and Colfax. He believes this 15 mile segment could generate 35 cars per mile if cars were available. The Governor's Rail Task Force studied USRA's segment between Lebanon and Lafayette. The Task Force estimates branch costs at $135,252 annually with Penn Central's freight revenue amounting to $145,586 annually, for a profit of about $10,000. Estimated rehabilitation costs are listed as $74,297. Amtrak at one time ran passenger service on this line between Chicago and Indianapolis until the route was shifted to go thru Logansport due to extremely bad track conditions northwest of Templeton towards Kankakee, Illinois. The Task Force recommended that this Lebanon to Lafayette segment be included in the Final System Plan as part of ConRail. USRA's shipper file shows that the General Foods plant at Lafayette is clearly the major shipper on this line segment. Howard Jones of General Foods stated that his firm had invested $65 million in its Lafayette facility and is now investing another $20 million. By 1975, he expects the plant's 1973 traffic to double to 1,500 carloads.

Information for Line Retention Decision

This line is required for through freight service after rehabilitation therefore local rail services will be provided to all shippers located on the line.

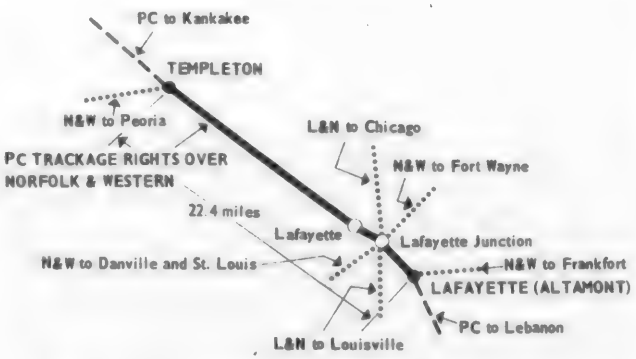
Recommendation

It is recommended that this portion of the Cincinnati to Kankakee Line be included in the ConRail System.

PORTION OF THE CINCINNATI TO KANKAKEE LINE

USRA Line No. 576

Penn Central



These PC Trackage Rights over the N&W extend from *Lafayette* (Milepost 170.2), to *Templeton, Ind.* (Milepost 192.6), a distance of ***22.4 miles***, in Tippecanoe and Benton Counties, Indiana. This portion of the PC Cincinnati to Kankakee line is owned by the Norfolk

& Western; PC operates via trackage rights. Continuations of this line extend northwestward from Templeton and southeastward from Lafayette; both are under study in this Report. Connections include the Norfolk & Western to Danville, Fort Wayne and Frankfort and the Louisville & Nashville to Louisville and Chicago at Lafayette. Another connection is the Norfolk & Western to Peoria at Templeton. This line was described as potentially excess in the U.S. DOT Report (see Zones 127 and 128).

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report."

The Governor's Rail Task Force suggested retention of the PC trackage rights over this line in order to provide effective routing of traffic moving from Kankakee, Illinois through Indianapolis to Cincinnati.

Information for Line Retention Decision

This line is required for through freight service, therefore local rail service will be provided to all shippers located on the line.

Recommendation

It is recommended that trackage rights over this portion of the N&W be included in the ConRail System.

CINCINNATI-KANKAKEE LINE

USRA Line No. 577

Penn Central

This portion of the Cincinnati-Kankakee Line, formerly part of the New York Central RR, extends from *Templeton, Ind.* (Milepost 192.6) to *Sheff, Ind.* (Milepost 211.3), a distance of *18.7 miles*, in Benton and Newton Counties, Ind.

At Templeton, this line continues southeast to LaFayette via trackage rights with the Norfolk Western Ry. It also connects with the Penn Central Danville branch at Sheff. A portion of the Penn Central Danville Branch is also under study in this Report. This line was described as potentially excess in the U.S. DOT Report (see Zones 128 and 139). The map for this line indicates that the 56.8 miles from Templeton to Kankakee is under study. Only the Eastern 18.7 miles between Templeton and Sheff is discussed here.

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that the St. Anne Grain Company would have increased its shipments over this line by 100 carloads per year had sufficient cars been available.

In addition, the Benton County Shippers and Receivers Association protests the abandonment of this line. The Control States Grain Company has spent more than $400,000 in order to build a 100-car unit train loading facility at Swanington. The company estimates at least 10 train loadings in 1975.

Information received from the Governor's Rail Task Force indicates that the line generates 48 carloads per mile per year and operates at a profit.

Information for Line Retention Decision

This line is required for through freight service, therefore local rail service will be provided to all shippers located on the line.

Recommendation

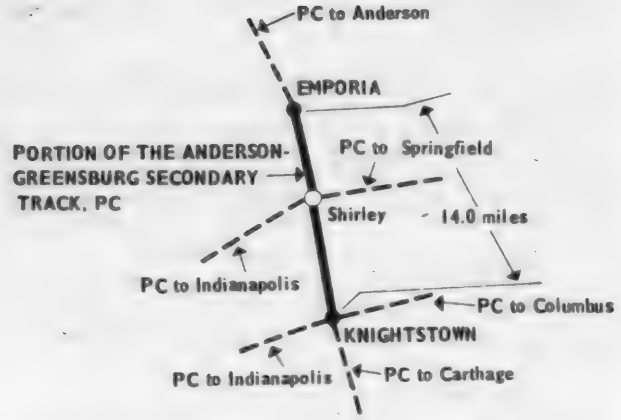
It is recommended that the Templeton to Sheff portion of the Cincinnati to Kankakee line be included in the ConRail System.

PORTION OF THE ANDERSON-GREENSBURG SECONDARY TRACK

USRA Line No. 578

Penn Central

This portion of the Anderson-Greensburg Secondary Track, formerly part of the New York Central RR, extends from *Emporia* (Milepost 173.5) to *Knightstown, Ind.* (Milepost 187.5), a distance of *14.0 miles*, in Madison, Henry and Hancock Counties, Ind. Continuations of this line extend southward from Knights-



town and northward from Emporia (this becomes the PC Michigan Branch); the former portion is also under study in this Report. Connections include the PC Springfield Branch at Shirley and the PC Columbus to Indianapolis line at Knightstown. The Springfield Branch is also under study in this Report. PC applied for abandonment of this line in ICC Docket No. AB–5, Sub. 121. This line was described as potentially excess in the U.S. DOT Report (see Zones 119 and 120).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Markleville	3
Shirley[1]	11
Total carloads generated by the line	14
Average carloads per week	0.3
Average carloads per mile	1.0
Average carloads per train	0.5
1973 Operating Information:	
Number of round trips per year	28
Estimated time per round trip, hours	6
Locomotive horsepower	1,500
Train crew size	3

[1] Includes only traffic on segment.

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report." The Governor's Rail Task Force estimated branch costs at $60,112 with freight revenue amounting to $372,216. Rehabilitation costs are estimated at $119,755. The Task Force, noting that intermediate stations between Emporia and Knightstown, Shirley and Markleville, do not generate significant traffic and that Shirley would be served by another line, recommended that this line be abandoned.

Information for Line Retention Decision

Revenue received by PC		$6,185
Average revenue per carload	$442	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	96,905	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	34,847	
Cost incurred beyond the branch line	1,679	
Total variable (avoidable) cost		133,431
Net contribution (loss): total		(127,246)
Average per carload		(9,089)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph). Based on available information, this upgrading would include the replacement of a total of 7,000 crossties (an average of 500 crossties per mile). USRA studies reveal no fossil fuel resources in the area.

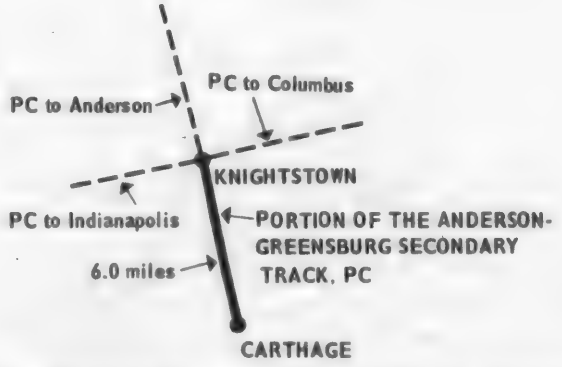
Preliminary Recommendation

It is *not* recommended that this portion of the Anderson-Greensburg Secondary Track be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $127,246 or $9,089 per carload. Recovery of costs would require approximately a twenty-eight fold increase in traffic or a 2,055 per cent rate increase over the 1973 levels.

PORTION OF THE ANDERSON-GREENSBURG SECONDARY TRACK

USRA Line No. 579a

Penn Central



This portion of the Anderson-Greensburg Secondary Track, formerly part of the New York Central RR,

extends from *Knightstown* (Milepost 187.5) to *Carthage, Ind.* (Milepost 193.5), a distance of *6.0 miles*, in Henry and Rush Counties, Ind. Continuations of this line extend northward from Knightstown and southward from Carthage (this portion has been abandoned to Greensburg). The former continuation is also under study in this Report. This line connects with the PC Columbus to Indianapolis line at Knightstown. This line was not described as potentially excess in the U.S. DOT Report (see Zone 120).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:		
Carthage	1,299	
Knightstown[1]	41	
Total carloads generated by the line		1,340
Average carloads per week		25.8
Average carloads per mile		223.3
Average carloads per train		8.9
1973 operating information:		
Number of round trips per year		150
Estimated time per round trip		4
Locomotive horsepower		1,500
Train crew size		5

[1] Includes only traffic on segment.

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report." The Governor's Rail Task Force recommends retention of service on this line as it generates a sufficient amount of traffic to produce a substantial profit. The Task Force indicates that PC earned $347,199 in revenue *vs.* $18,785 in branch costs. Rehabiiltation costs were estimated at $37,143.

Information for Line Retention Decision

Revenue received by PC		$357,476
Average revenue per carload	$267	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	102,290	
Cost of upgrading branch line to FRA class I (1/10 of total upgrading cost)	67,911	
Cost incurred beyond the branch line	209,815	
Total variable (avoidable) cost		380,016
Net contribution (loss): Total		(22,540)
Average per carload	(17)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph). Based on available information, this upgrading would include the replacement of a total of 17,250 crossties (an average of 2,586 crossties per mile).

This line must be served via the Richmond-to-Indianapolis line which is not recommended for inclusion in the ConRail System.

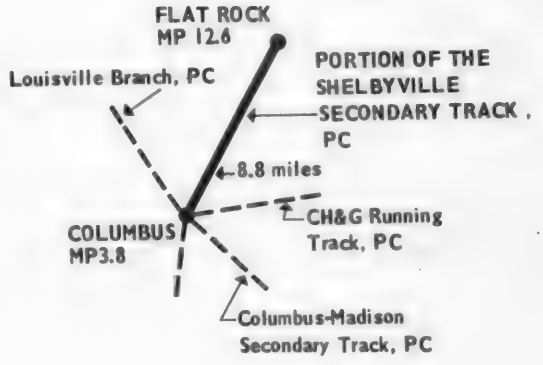
Preliminary Recommendation

It is *not* recommended that this portion of the Anderson-Greensburg Secondary Track be included in the ConRail System.

PORTION OF THE SHELBYVILLE SECONDARY TRACK

USRA Line No. 582

Penn Central



This portion of the Shelbyville Secondary Track, formerly part of the Pennsylvania RR, extends from *Columbus* (Milepost 3.9) to *Flat Rock, Ind.* (Milepost 12.6), a distance of *8.8 miles*, in Bartholomew and Shelby Counties, Indiana. Connections include: the PC Louisville Branch and the PC Columbus-Madison Secondary Track at Columbus. These two are under study in this Report. Another connection is the PC CH&G Running Track at Columbus, a portion of this line is under study in this Report. PC has filed for abandonment of this line, Docket No. AB–5 Sub. 57, 58, 59 and USRA has also filed Docket No. 75–53. This line was described as potentially excess in the U.S. DOT Report (see Zone 121).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Clifford	16
Flat Rock	41
Total carloads generated by the line	57
Average carloads per week	1.1
Average carloads per mile	6.5
Average carloads per train	1.1
1973 operating information:	
Number of round trips per year	52
Estimated time per round trip (hours)	2.5
Locomotive horsepower	1,200
Train crew size	4

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report."

Information received from the Indiana Governor's Rail Task Force indicates that the total carloads and revenues for the PC are well below breakeven cost. The State of Indiana recommends a discontinuation of service unless PC patrons wish to subsidize this line.

Information received from Armuth Farm Service indicates that they are opposed to abandonment of this line because of the gross injustice that it would have on their business. The line is to be served to Milepost 3.8 and they wish to extend this to Milepost 7.0. Max D. Andress, Mayor, City of Columbus, has also sent a letter asking for a 3.5 mile extension of the line. Additionally, U.S. Representative Lee H. Hamilton, 9th District, Indiana, has asked for an extension of the line because of the resulting economic hardship that curtailment of service would have on the adjacent areas.

Another source of information came from John C. Kohl, Trustee of the Philadelphia, Baltimore and Washington Railroad Company, who supports abandonment of this line in the absence of information indicating that traffic will increase.

Information for Line Retention Decision

Revenue received by PC		$15,078
Average revenue per carload	$265	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	64,759	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	9,472	
Total variable (avoidable) cost		74,231
Net contribution (loss): Total		(59,153)
Average per carload		(1,038)

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.).

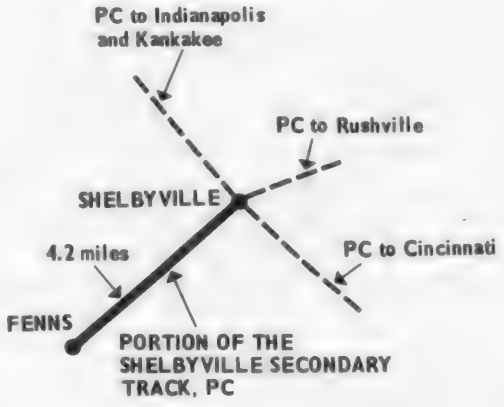
Preliminary Recommendation

It is *not* recommended that this portion of the Shelbyville Secondary Track be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $59,153 or $1,038 per carload. Recovery of costs would require approximately an 11-fold increase in traffic or a 390 percent rate increase over the 1973 levels.

PORTION OF THE SHELBYVILLE SECONDARY TRACK

USRA Line No. 584

Penn Central



This portion of the Shelbyville Secondary Track, formerly part of the Pennsylvania RR, extends from *Fenns* (Milepost 18.8) to *Shelbyville, Ind.* (Milepost 23.0), a distance of *4.2 miles*, in Shelby County, Indiana. A continuation of this line extends northeastward from Shelbyville. The continuation is under study in this Report. At Shelbyville this line connects with the PC Cincinnati to Kankakee line. PC has filed for abandonment with the ICC Docket No. AB–5, Sub. 57, 58 and 59 and USRA Docket No. 75–53. This line was described as potentially excess in the U.S. DOT Report (see Zone 122).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Fenns	1
Total carloads generated by the line	1
Average carloads per week	0.02
Average carloads per mile	0.2
Average carloads per train	0.5
1973 operating information:	
Number of round trips per year	2
Estimated time per round trip (hours)	1.5
Locomotive horsepower	1,750
Train crew size	5

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that there was little public protest to the possible abandonment of this line. Certain-Teed Products Corporation ships over this line and has recently invested $15,000 for its Shelbyville Plant. Certain-Teed estimated a 15 percent increase in its rail usage. The Governor's Rail Task Force indicated that the line had a $14,868 operating loss. The Task Force recommended the abandonment of this line due to insufficient traffic and no growth prospects.

Information for Line Retention Decision

Revenue received by PC		$200
Average revenue per carload	$200	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	26,750	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	13,757	
Cost incurred beyond the branch line	135	
Total variable (avoidable) cost		40,642
Net contribution (loss): total		(40,442)
Average per carload	(40,442)	

The line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph). Based on available information, this upgrading would include the replacement of a total of 2,100 crossties (an average of 500 crossties per mile).

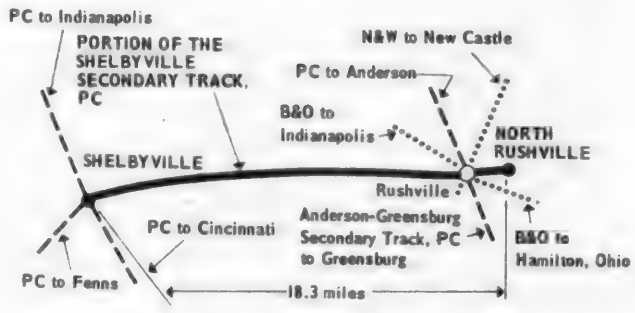
Preliminary Recommendation

It is *not* recommended that this portion of the Shelbyville Secondary Track be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $40,442 or $40,442 per carload.

PORTION OF THE SHELBYVILLE SECONDARY TRACK

USRA Line No. 585/586/587

Penn Central



This portion of the Shelbyville Secondary Track, formerly part of the Pennsylvania RR, extends from *Shelbyville* (Milepost 27.0), to *North Rushville, Ind.* (Milepost 45.3), a distance of *18.3 miles*, in Shelby and Rush Counties, Indiana. A continuation of this line extends southwestward from Shelbyville to Fenns (also under study in this Report). Connections include the Cincinnati to Indianapolis line at Shelbyville and the PC Anderson-Greensburg Secondary Track, the Norfolk & Western Ry., and the Baltimore & Ohio RR, at Rushville. The PC Anderson-Greensburg Secondary Track is also under study in this Report. This line was described as potentially excess in the U.S. DOT Report (see Zones 120 and 122).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Ray's Crossing	17
Manilla	7
Homer	20
Rushville	360
Total carloads generated by the line	404
Average carloads per week	7.8
Average carloads per mile	22.1
Average carloads per train	4.0
1973 operating information:	
Number of round trips per year	100
Estimated time per round trip (hours)	11.0
Locomotive horsepower	1,750
Train crew size	5

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services

Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report." The Governor's Rail Task Force described the area's economic activity as agribusiness. They estimated the loss generated by the line to be $53,600, indicated that the required rehabilitation would cost $288,000 and therefore recommended abandonment of the line. The USRA shippers file shows that the Schnadig Corp. at Rushville received 35 incoming cars in 1971 and 24 incoming cars in 1972. The company says the poor condition of the line is the reason for its decline in usage. The company notes that the commodities it ships and receives, including heavy density lumber and upholstered furniture, are well suited for rail transportation. Moreover, line abandonment would "certainly jeopardize the Schnadig Corporation's position in receiving their fair share of access to the nation's furniture markets." The Shelby County Chamber of Commerce, Inc. contends that this line is needed by three of the largest industries at Shelbyville, General Electric, KCL Corp., and the Admiral Corp. Moreover, continued rail service is needed if several possible industrial sites are to be developed. USRA studies show no fossil fuel reserves in the area. Alternate rail service is available at Rushville from the B&O and the N&W. Shelbyville can be served off of the Indianapolis to Cincinnati line.

Information for Line Retention Decision

Revenue received by PC		$93,646
Average revenue per carload	$232	
Variable (avoidable cost of continued services:		
Cost incurred on the branch line	191,495	
Cost of upgrading branch line to FRA class I: (1/10 of total upgrading cost)	51,006	
Cost incurred beyond the branch line	54,397	
Total variable (avoidable) cost		296,898
Net contribution (loss): Total		(203,252)
Average per carload	(503)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 9,150 crossties (an average of 500 crossties per mile).

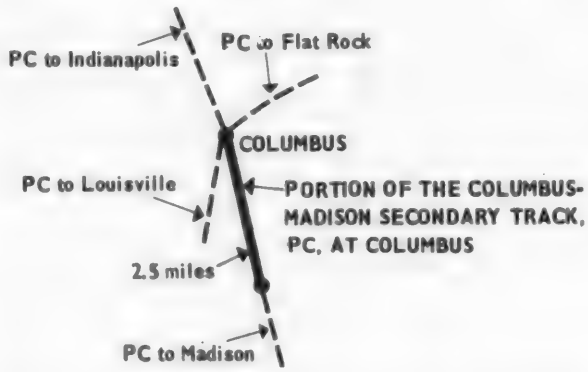
Preliminary Recommendation

It is *not* recommended that this portion of the Shelbyville Secondary Track be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $203,252 or $503 per carload. Recovery of costs would require approximately a five-fold increase in traffic or a 220 percent rate increase over the 1973 levels.

COLUMBUS-MADISON SECONDARY TRACK

USRA Line No. 588a

Penn Central



This portion of the Columbus-Madison Secondary Track, formerly part of the Pennsylvania RR, is at *Columbus*, Milepost 0.0 to Milepost 2.5, a distance of *2.5 miles*, in Bartholomew County, Indiana. A continuation of this line extends southward from Columbus; which is also under study in this Report. Connections include: the PC Louisville Branch, the PC Shelbyville Secondary Track. These lines are also under study in this Report. This line was described as potentially excess in the U.S. DOT Report (see Zone 121).

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report," indicated that a portion of the line between Columbus, Indiana and Madison, Indiana is out of service. No specific comments were made about this short segment of track.

Information for Line Retention Decision

There are eight shippers clustered on this short 2.5 mile segment. The segment is, in fact, an industrial siding from the Indianapolis to Louisville through freight line.

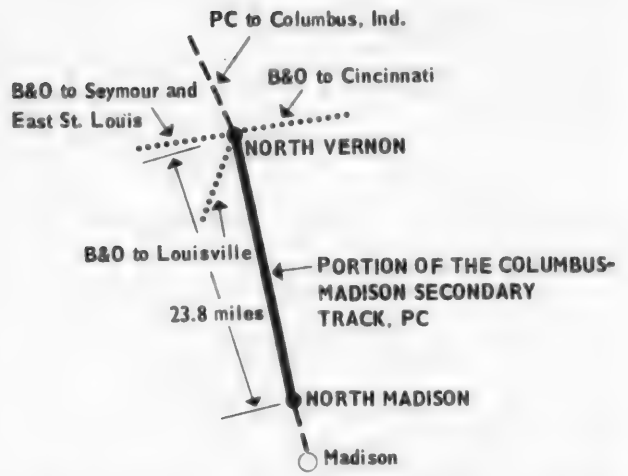
Preliminary Recommendation

It is recommended that this portion of the Columbus-Madison Secondary Track be included in the ConRail System.

PORTION OF THE COLUMBUS-MADISON SECONDARY TRACK

USRA Line No. 589

Penn Central



This portion of the Columbus-Madison Secondary Track, formerly part of the Pennsylvania RR, extends from *North Vernon* (Milepost 19.1) to *North Madison, Ind.* (Milepost 42.9), a distance of *23.8 miles*, in Jennings and Jefferson Counties, Indiana. Continuations of this line extend northwestward from North Vernon and southeastward from North Madison. These continuations are also under study in this Report. Connections at North Vernon include the Baltimore & Ohio Main Line, and a B&O branch to Jeffersonville, Ind., and Louisville, Ky. A portion of the PC extension from North Vernon to Columbus is out of service, and PC is presently operating via its Louisville Branch to Seymour, thence via the B&O to North Vernon. This line was described as potentially excess in the U.S. DOT Report (see Zone 121).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
North Vernon	69
Vernon	47
DuPont	0
Wirt	73
North Madison	2
Madison[1]	804
Total carloads generated by the line	995
Average carloads per week	19.1
Average carloads per mile	41.8
Average carloads per train	4.0
1973 operating information:	
Number of round trips per year	250
Estimated time per round trip (hours)	9.8
Locomotive horsepower	1,200
Train crew size	5

[1] Includes only traffic on segment.

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated heavy public protest concerning possible abandonment of the line from North Vernon to Madison. (Madison is on the Indiana-Ohio border just to the south of North Madison). This is the only rail link to Madison, a manufacturing town of 25,000. The Transportation Committee of the Madison Chamber of Commerce emphasized that the potential exists to double rail use on the line if service were improved. The Chamber said that 1973 traffic data for 26 Madison-area shippers showed about 52 carloads per mile. The Indiana and Michigan Electric Co. at Jefferson needs rail service to move transformer oil and heavy equipment. The U.S. Army, Jefferson Proving Ground, also ships heavy equipment. Testimony stated that the Clifty Creek Power Plant of the Indiana-Kentucky Electric Corp. in Madison supplies electric power to the U.S. Atomic Energy Commission's gaseous diffusion plant near Portsmouth, Ohio and argues that there is no satisfactory alternative to transporting heavy machinery by rail. Furthermore, it is seeking to sell millions of tons of ash that it has reclaimed from the coal it consumes. Railroads provide it with the flexibility needed to reach markets for this material. Other companies said there is no alternative to rail for meeting their transportation needs. The Governor's Rail Task Force analyzed the line from Columbus to Madison, almost twice as long as the North Vernon to North Madison segment. It says that "the Columbus to Madison line is a 45-mile line but is not operated as such. A bridge is out at Scipio necessitating local service on an as needed basis for that station. The same applies for Elizabethtown. In serving Madison, therefore, the line actually runs over USRA segment 619 to Seymour, then over the Chessie (B&O) tracks to North Vernon and then to Madison. "The circuitous routing," the Task Force says, "is detrimental to the viability of the North Vernon-Madison line. Beyond the above, industries currently located in Madison need to have rail service due to the size of products produced. Based on the profitability of this line, the State recommends its inclusion in the Final System Plan and transfer to ConRail," the Task Force said. The USRA shippers' file noted that Rexnord, Inc. manufacturers highway construction machinery and needs rail service both for incoming material and outgoing products. USRA studies show no fossile fuel resources in this area.

Information for Line Retention Decision

Revenue received by PC	$284,738
Average revenue per carload	$286

Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	324,553	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	59,029	
Cost incurred beyond the branch line	161,592	
Total variable (avoidable) cost		545,174
Net contribution (loss): total		(260,436)
Average per carload		(262)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 11,715 crossties (an average of 492 crossties per mile).

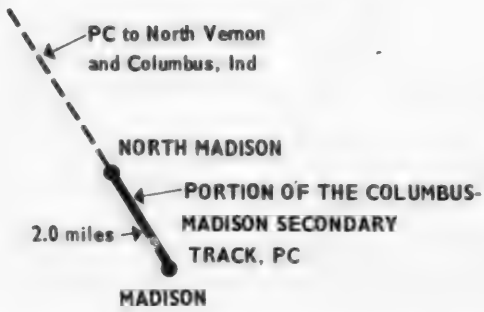
Preliminary Recommendation

It is *not* recommended that this portion of the Columbus to Madison secondary track be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $260,436 or $262 per carload. Recovery of costs would require approximately a two-fold increase in traffic or a 90 percent rate increase over the 1973 levels.

PORTION OF THE COLUMBUS-MADISON SECONDARY

USRA Line No. 590

Penn Central



This portion of the Columbus-Madison Secondary Track, formerly part of the Pennsylvania RR, extends from *North Madison* (Milepost 42.9) to *Madison, Ind.* (Milepost 44.9), a distance of *2.0 miles*, in Jefferson County, Indiana. Madison is the end of this line. The continuation of this line extends northwestward from North Madison, and is also under study in this Report. This line was described as potentially excess in the U.S. DOT Report (see Zone 121).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Madison [1]	178
Total carloads generated by the line	178
Average carloads per week	3.4
Average carloads per mile	89.0
Average carloads per train	3.4
1973: operating information:	
Number of round trips per year	52
Estimated time per round trip (hours)	3
Locomotive horsepower	1,200
Train crew size	5

[1] Include only traffic segment.

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated heavy public protest concerning possible abandonment of the line from N. Vernon to Madison. This is the only rail link to Madison, a manufacturing town of 25,000, the Report observed. The Transportation Committee of the Madison Chamber of Commerce emphasized that the potential exists to double rail use on the line if service were improved. The Chamber said that 1973 traffic data for 26 Madison-area shippers showed about 52 carloads per mile. The Indiana and Michigan Electric Co. at Jefferson needs rail service to move transformer oil and heavy equipment. The U.S. Army, Jefferson Proving Ground, also ships heavy equipment, the Report notes. The Clifty Creek Power Plant of the Indiana Kentucky Electric Corp. in Madison supplies electric power to the U.S. Atomic Energy Commission's gaseous diffusion plant near Portsmouth, Ohio, the Report said, and argues that there is no satisfactory alternative to transporting heavy machinery by rail. Furthermore, it is seeking to sell millions of tons of ash that it has reclaimed from the coal it consumes. Railroads provide it with the flexibility needed to reach markets for this material. Other companies said there is no alternative to rail for meeting their transportation needs. The Governor's Rail Task Force analyzed the line from Columbus to Madison, almost twice as long as the N. Vernon to N. Madison segment and much longer than N. Madison to Madison. It says that the Columbus to Madison line is a 45-mile line but is not operated as such. A bridge is out at Scipio necessitating local service on an as needed basis for that station. The same applies for Elizabethtown. In serving Madison, therefore, the line actually runs over segment 619 to Seymour, then over the Chessie (B&O) tracks to North Vernon and then to Madison. "The circuitous routing," the task force says, "is detrimental to the viability of the North Vernon-Madison Line. Beyond the above, industries currently located in Madison need to have rail service due to the

size of products produced. Based on the profitability of this line, the state recommends its inclusion in the Final System Plan and transfer to ConRail," the Task Force said. The USRA shippers' file noted that Rexnord, Inc. manufactures highway construction machinery and needs rail service both for incoming material and outgoing products.

Information for Line Retention Decision

Revenue received by PC		$53,222
Average revenue per carload	$299	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	29,728	
Cost of upgrading branch line to FRA class I: (1/10 of total upgrading cost)	6,830	
Cost incurred beyond the branch line	31,094	
Total variable (avoidable) cost		67,652
Net contribution (loss): total		(14,430)
Average per carload	(81)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph). Based on available information, this upgrading would include the replacement of a total of 1,278 crossties (an average of 639 crossties per mile). USRA studies show no fossil fuel resources in this area.

Preliminary Recommendation

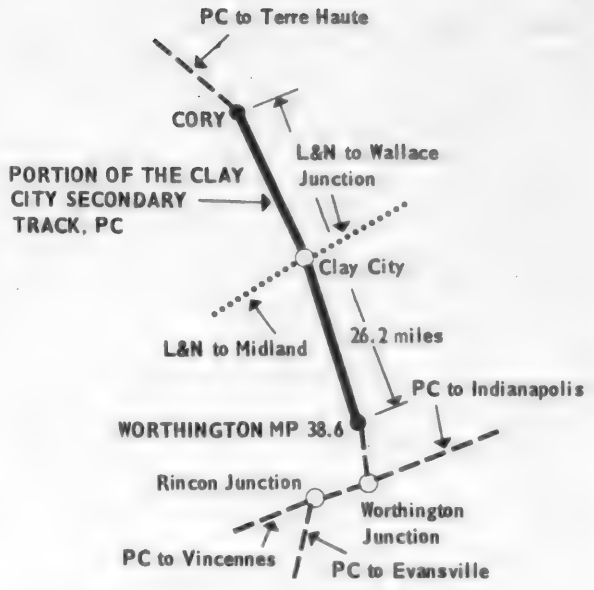
It is *not* recommended that this portion of the Columbus-Madison Secondary Track be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $14,430 or $81 per carload. Recovery of costs would require approximately a 65 percent increase in traffic or a 25 percent rate increase over the 1973 levels.

PORTION OF CLAY CITY SECONDARY TRACK

USRA Line No. 591

Penn Central

This portion of the Clay City Secondary Track, formerly part of the New York Central RR, extends from *Cory* (Milepost 12.4) to *Worthington, Ind.* (Milepost 38.6), a distance of *26.2 miles*, in Clay, Owen and Greene Counties, Ind. A continuation of this line extends northwestward from Cory and southeastward



from Worthington to Worthington Junction. Connections are: a Louisville & Nashville branch to Wallace Junction & Midland at Clay City and the PC Petersburg Secondary Track at nearby Worthington Junction. The latter is also under study in this Report. PC has filed for abandonment to the ICC Docket No. AB–5, Sub. 151. This line was described as potentially excess in the U.S. DOT Report (see Zone 123 and 125).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Riley	0
Cory	15
Clay City	54
Lancaster	2
Coal City	0
Mancourt	5
Total carloads generated by the line	76
Average carloads per week	1.5
Average carloads per mile	2.9
Average carloads per train	1.5
1973 operating information:	
Number of round trips per year	52
Estimated time per round trip (hours)	6
Locomotive horsepower	2,000
Train crew size	5

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that the Clay County Farm Bureau's operation at Clay City generates 26 cars inbound and 49 outbound, with

a potential for 35 cars inbound and between 100 and 250 outbound. The Bureau hopes that in the event of a PC abandonment, the L&N will consent to switch the Bureau's Clay City facilities.

The Governor's Rail Task Force found that the stretch of track between Riley (Milepost 10) and Worthington (Milepost 40) would require an annual subsidy of $115,956. The rehabilitation costs were estimated at $468,000. The Task Force concluded that the branch should be abandoned.

Information for Line Retention Decision

Revenue received by PC		$19,098
Average revenue per carload	$251	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	186,965	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	59,406	
Cost incurred beyond the branch line	12,748	
Total variable (avoidable) cost		259,119
Net contribution (loss): total		(240,021)
Average per carload	(3,158)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 10,296 crossties (an average of 393 crossties per mile).

An evaluation of coal reserves by USRA staff indicated that there are no recoverable reserves between Clay City and Worthington. However, there are proven reserves along the right-of-way between Greenwood and Cory (see Segment 591a). Amax Coal Co. and their Chinook Mine are currently loading coal at Riley for movement to American Electric Power Co. at Breed near Sullivan, Indiana. This coal actually moves all the way via the L & N. The L & N leases the right-of-way between Milepost 5 and Milepost 12.4 (Riley) and has already upgraded the track along this segment.

Preliminary Recommendation

It is *not* recommended that this portion of the Clay City Secondary Track be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $240,021 or $3,158 per carload. Recovery of costs would require approximately a thirty eight-fold increase in traffic or a 1,258 percent rate increase over the 1973 levels.

PORTION OF THE PETERSBURG SECONDARY TRACK

USRA Line No. 593

Penn Central

This portion of the Petersburg Secondary Track, formerly part of the Pennsylvania RR, extends from *Martinsville* (Milepost 30.6) to *Rincon Junction, Ind.* (Milepost 73.8), a distance of *43.2 miles*, in Morgan, Owen, and Greene Counties, Indiana. Continuations of this line extend northward from Martinsville and southwestward from Rincon Jct. The Petersburg section angles to the south from Rincon Jct. All lines are under study in this Report. Connections include: the Louisville & Nashville at Gosport (Milepost 44.1); the PC Clay City Secondary Track at Worthington (Milepost 72.3); and the PC Vincennes Secondary Track at Rincon Junction. This line was described as potentially excess in the U.S. DOT Report (see Zones 122 and 123).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Paragon	11
Gosport	0
Gosport Junction	0
Romona	0
Spencer	1,361
Freedom	1
Worthington	22
Total carloads generated by the line	1,395
Average carloads per week	26.8
Average carloads per mile	32.3
Average carloads per train	5.6
1973 operating information:	
Number of round trips per year	250
Estimated time per round trip (hours)	12
Locomotive horsepower	7,000
Train crew size	5

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated con-

cern over the ability of coal from southern Indiana's mines to move north into the Indianapolis area, among others, if this PC line were dropped. There also was concern expressed about the ability of shippers in general in southwestern Indiana to maintain adequate rail access to other parts of the state. The Peabody Coal Co. noted that its Lynnville Mine is the largest coal producing mine in Indiana and the 10th largest in the country. The Indianapolis Power and Light Co. received over 2 million tons of coal at Petersburg from the Lynnville Mine and 229,251 tons of coal at its Stout Station in Indianapolis from the Lynnville Mine. A submission by the Spencer Chamber of Commerce indicates the city, along with many other small cities all along the line, would be adversely affected by abandonment.

Information for Line Retention Decision

Revenue received by PC		$120,629
Average revenue per carload	$86	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	654,983	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	114,040	
Total variable (avoidable) cost		769,023
Net contribution (loss) total		(648,394)
Average per carload	(465)	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). USRA studies confirm that this line carries substantial amounts of coal from southern Indiana.

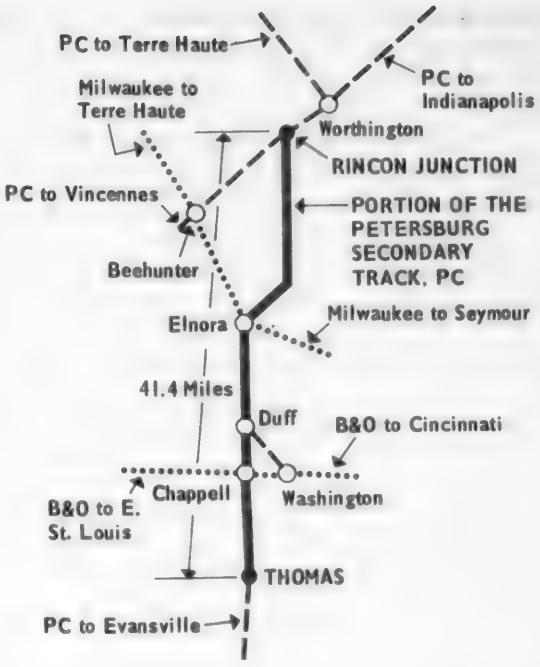
Preliminary Recommendation

It is *not* recommended that this the portion of Petersburg Secondary Track be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. The possibility of trackage rights around this line will be explored.

PORTION OF THE PETERSBURG SECONDARY TRACK

USRA Line No. 593a

Penn Central



This portion of the Petersburg Secondary Track, formerly part of the New York Central RR, extends from *Rincon Junction* (Milepost 41.2) to *Thomas, Ind.* (Milepost 82.6), a distance of *41.4 miles*, in Greene and Daviess Counties, Ind. Continuations of this line extend northeastward from Rincon Junction and southwestward from Thomas. Both of these are also under study in this Report. Connections include: the Chicago-Milwaukee St. Paul & Pacific to Terre Haute at Elnora (Milepost 61.2), and the Baltimore & Ohio Main Line at Chappell (Milepost 78.8). Another connection is the Vincennes Secondary Track at Rincon Junction, which is also under study in this Report. This line was described as potentially excess in the U.S. DOT Report (see Zone 123).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Newberry	7
Elnora	67
Plainville	5
Graham	108
Jordan	6
Thomas	1
Total carloads generated by the line	194
Average carloads per week	3.7
Average carloads per mile	4.7
Average carloads per train	0.8
1973 operating information:	
Number of round trips per year	250
Estimated time per round trip (hours)	12
Locomotive horsepower	2,000
Train crew size	5

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated concern over the ability of coal from southern Indiana's mines to move north into the Indianapolis area, among others, if this PC line were dropped. There also was concern expressed about the ability of shippers in general in southwestern Indiana to maintain adequate rail access to other parts of the State. The Peabody Coal Co. noted that its Lynnville Mine is the largest coal producing mine in Indiana and the 10th largest in the country. The Indianapolis Power and Light Co. received over 2 million tons of coal at Petersburg from the Lynnville Mine and 229,251 tons at its Stout Station in Indianapolis from the Lynnville Mine.

Information for Line Retention Decision

Revenue received by PC		$58,924
Average revenue per carload	$304	
Available (avoidable cost of continued service:		
Cost incurred on the branch line	445,327	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	34,712	
Total variable (avoidable) cost		480,039
Net contribution (loss): total		(421,115)
Average per carload		(2,171)

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). USRA studies confirm that this line carries substantial amounts of coal from southern Indiana.

This line is required to serve USRA segments 593b, 594 and 595. Shippers located on this line will continue to receive service.

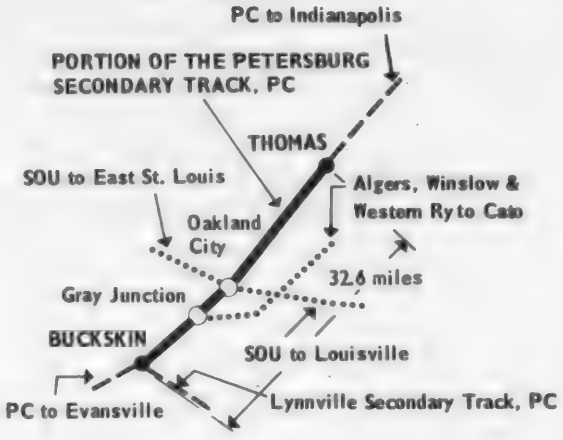
Recommendation

It is recommended that this portion of the Petersburg Secondary Track be included in the ConRail System.

PORTION OF PETERSBURG SECONDARY TRACK

USRA Line No. 593b

Penn Central



This portion of the Petersburg Secondary Track, formerly part of the New York Central RR, extends from *Thomas* (Milepost 82.6), to *Buckskin, Ind.* (Milepost 115.2), a distance of *32.6 miles*, in Daviess, Pike and Gibson Counties, Indiana. Continuation of this line extends northward from Thomas and southward from Buckskin. These continued portions are also under study in this Report. Connections include: the Southern to Louisville at Oakland City; the Algers, Winslow & Western Ry. at Gray Junction (Milepost 107.2) and the PC Lynnville Secondary Track at Buckskin. This PC line is also under study in this Report. This line from Oakland to Thomas was not described as potentially excess in the U.S. DOT Report (see Zone 123).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Bennett	0
Petersburg	15,422
Ashby	0
Little	0
Oakland City	41
Oakland City Junction	27,855
Kerwin	121
Mackey	19
Buckskin	0
Tecumseh	0
Total carloads generated by the line	43,458
Average carloads per week	831.9
Average carloads per mile	1,326.9
Average carloads per train	81.6
1973 operating information:	
Number of round trips per year	530
Estimated time per round trip (hours)	8.1
Locomotive horsepower	3,500
Train crew size	5

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated concern over the ability of coal from southern Indiana's mines to move north into the Indianapolis area, among others, if this PC line were dropped. There also was concern expressed about the ability of shippers in general in southwestern Indiana to maintain adequate rail access to other parts of the state. The Peabody Coal Co. noted that its Lynnville Mine is the largest coal producing mine in Indiana and the 10th largest in the country. The Indianapolis Power and Light Co. received over 2 million tons of coal at Petersburg from the Lynnville Mine and 229,251 tons of coal at its Stout Station in Indianapolis from the Lynnville Mine.

Information for Line Retention Decision

Revenue received by PC		$6,603,148
Average revenue per carload		$153
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	1,286,784	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	4,099,757	
Total variable (avoidable) cost		5,386,541
Net contribution (loss): total		1,216,607
Average per carload	28	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph). USRA studies confirm that this line carries substantial amounts of coal from southern Indiana.

Recommendation

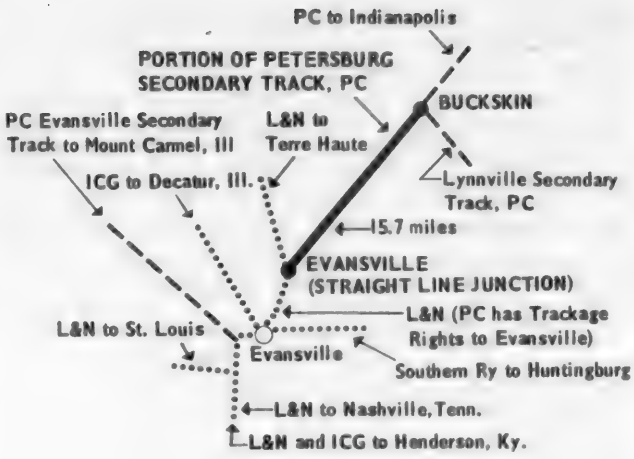
It is recommended that this portion of the Petersburg Secondary Track be included in the ConRail System.

PORTION OF THE PETERSBURG SECONDARY TRACK

USRA Line No. 594/594a

Penn Central

This portion of the Petersburg Secondary Track, formerly part of the New York Central RR, extends from *Buckskin* (Milepost 115.2), to *Evansville, Ind.* (Straight Line Junction) (Milepost 130.9), a distance


PC to Indianapolis
PORTION OF PETERSBURG SECONDARY TRACK, PC
BUCKSKIN
PC Evansville Secondary Track to Mount Carmel, Ill
L&N to Terre Haute
ICG to Decatur, Ill.
Lynnville Secondary Track, PC
15.7 miles
EVANSVILLE (STRAIGHT LINE JUNCTION)
L&N (PC has Trackage Rights to Evansville)
L&N to St. Louis
Evansville
Southern Ry to Huntingburg
L&N to Nashville, Tenn.
L&N and ICG to Henderson, Ky.

of *15.7 miles*, in Gibson, Warrick and Vanderburgh Counties, Indiana. A continuation of this line extends northeastward from Buckskin, which is also under study in this report. Connections include: the PC Lynnville Secondary Track at Buckskin, the Evansville Secondary Track at Evansville, the Southern Railway crosses at Straight Line Junction, and the Louisville and Nashville and the Illinois Central Gulf at Evansville. All PC lines are under study in this report. This line was described as potentially excess in the U.S. DOT Report (see Zones 123 and 124).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Evansville	14,432
Elberville	7
Daylight	44
Total carloads generated by the line	14,483
Average carloads per week	278.5
Average carloads per mile	922.5
Average carloads per train	7.9
1973 operating information:	
Number of round trips per year	250
Estimated time per round trip (hours)	9.5
Locomotive horsepower	2,000
Train crew size	4

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that Whirlpool Corp. believes its experience in Evansville has proven beyond any doubts that the L&N, Southern and ICG could not, without major realignment of manpower, motive power and equipment, serve the needs of its manufacturing-warehousing complex. Whirlpool's traffic alone constitutes well over half the traffic density which the DOT Report attributed to the line. The company stated that substantially higher volumes would be

generated if substandard track conditions were corrected. The Report said the Governor's Rail Task Force did not analyze this line because at the time it was not under study by USRA. The USRA shippers' files show concern that solvent railroads which would continue in operation if the Penn Central line is dropped might not be able to handle the Evansville traffic, that Evansville's status as an inter-regional gateway might be eroded.

Information for Line Retention Decision

Revenue received by PC		$4,647,974
Average revenue per carload	$321	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	559,987	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	23,873	
Cost incurred beyond the branch line	3,055,894	
Total variable (avoidable) cost		3,639,754
Net contribution (loss): total		1,008,220
Average per carload	70	

The line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of 2,720 crossties (an average of 173 crossties per mile). USRA studies show that coal reserves are found only along the northern extension of this line.

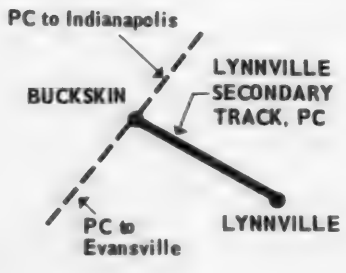
Recommendation

It is recommended that this portion of the Petersburg Secondary Track be included in the ConRail System.

LYNNVILLE SECONDARY TRACK

USRA Line No. 595

Penn Central



The Lynnville Secondary Track, formerly part of the New York Central RR, extends from *Buckskin* (Milepost 0.0), to *Lynnville, Ind.* (Milepost 7.8), a distance of *7.8 miles*, in Gibson and Warrick Counties, Indiana. At Buckskin, this line connects with the PC Petersburg Secondary Track, which is also under study in this Report. This line was described as potentially excess in the U.S. DOT Report. (see Zones 123 and 124).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Buckskin	2
Suntec Spur	26,231
Total carloads generated by the line	26,233
Average carloads per week	504.3
Average carloads per mile	3,361.9
Average carloads per train	99.0
1973 operating information:	
Number of round trips per year	265
Estimated time per round trip (hours)	6.0
Locomotive horsepower	6,000
Train crew size	5

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that the Peabody Coal Company's Lynnville coal mine is the largest coal producing mine in Indiana and the tenth largest producing mine in the country. The Company's capital investment at the site is tremendous, the Report said. Peabody estimated that it would require 480 trucks each day, six days a week, to carry the coal the company now ships by rail from the Lynnville Mine. The Indianapolis Power and Light Co. received over 2 million tons at Petersburg from the Lynnville Mine via a direct PC haul through Oakland City to Petersburg. In 1973, Indianapolis Power also received 229,251 tons of coal at its Stout Station plant in Indianapolis from the Lynnville Mine. The Governor's Rail Task Force lists total branch costs as $18,785, freight revenue as $3,433,242. It calls the line perhaps the most viable branch line in the State of Indiana. Based on its viability and fossil fuel role, the State recommends continuation of service on this line and its inclusion in the new ConRail System.

Information for Line Retention Decision

Revenue received by PC		$3,411,395
Average revenue per carload	$130	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	611,285	
Cost of upgrading branch line to FRA class I (1/10 of total upgrading cost		
Cost incurred beyond the branch line	2,397,311	
Total variable (avoidable) cost		3,008,596

Net contribution (loss): total	402,796
Average per carload	15

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). The USRA staff has confirmed the existence of the Peabody coal traffic on this branch.

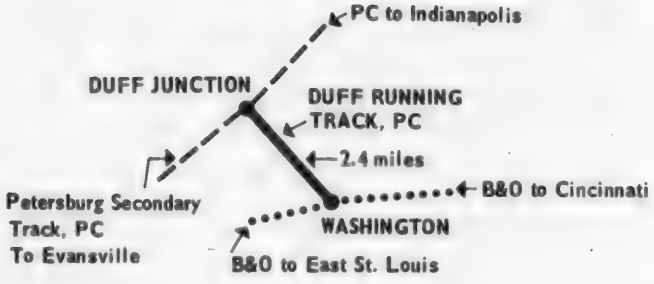
Recommendation

It is recommended that the Lynnville Secondary Track be included in the ConRail System.

DUFF RUNNING TRACK

USRA Line No. 596

Penn Central



The Duff Running Track, formerly part of the New York Central Railroad, extends from *Duff Junction* (Milepost 77.6), to *Washington, Indiana* (Milepost 80.0), a distance fo *2.4 miles*, in Daviess County, Indiana. At Duff Junction, this line connects with the PC Petersburg Secondary Track, which is also under study in this Report. Another connection is with the Baltimore & Ohio Cincinnati-East St. Louis line at Washington. PC has filed for abandonment with the ICC (Docket No. AB–5, Sub. 91). This line was not described as potentially excess in the U.S. DOT Report (see Zone 123).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Washington	85
Total carloads generated by the line	85
Average carloads per week	1.6
Average carloads per mile	37.0
Average carloads per train	1.6

1973 operating information:	
Number of round trips per year	52
Estimated time per trip (hours)	1.5
Locomotive horsepower	2,000
Train crew size	5

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Service Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report."

Information received from the PC indicates that Whirlpool in Evansville, Indiana uses this track as an indirect route to Evansville. Apparently, because of service reasons, traffic is routed to Washington via Baltimore & Ohio and then to Evansville via PC route to Washington, Duff Junction, Evansville. The firm generates 2,000 or more cars per year.

The Governor's Rail Task Force recommends that the line be retained because traffic was of sufficient quantity to generate a substantial profit in 1973. The Task Force estimated Penn Central revenue from this line at $17,062, costs at $7,514, and profit at $9,548.

Information for Line Retention Decision

Revenue received by PC		$16,618
Average revenue per carload	$196	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	26,327	
Cost of upgrading branch line to FRA class I (1/10 of total upgrading cost)	8,932	
Cost incurred beyond the branch line	14,939	
Total variable (avoidable) cost		50,198
Net contribution (loss): Total		(33,580)
Average per carload		(395)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph). Based on available information, this upgrading would include the replacement of a total of 1,150 crossties (an average of 500 crossties per mile).

An evaluation of coal reserves by USRA staff indicates that this line is currently used as an interchange route for some coal shipments.

Preliminary Recommendation

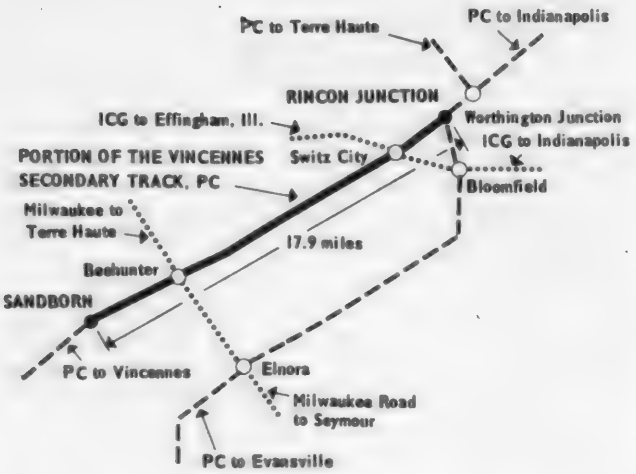
It is *not* recommended that the Duff Running Track be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $33,580 or $395 per carload. Recovery of costs would require approximately a twenty-fold in-

crease in traffic or a 200 percent rate increase over the 1973 levels.

PORTION OF THE VINCENNES SECONDARY TRACK

USRA Line No. 597

Penn Central



This portion of the Vincennes Secondary Track, formerly part of the Pennsylvania RR, extends from *Rincon Junction* (Milepost 73.8), to *Sandborn, Ind.* (Milepost 91.7), a distance of *17.9 miles*, in Greene and Knox Counties, Indiana. A continuation of this line extends southwestward from Sandborn; it is also under study in this Report. Connections include: the PC Petersburg Secondary Track at Rincon Junction; the Illinois Central Gulf RR to Indianapolis and Effingham, Illinois, at Switz City; and the Chicago, Milwaukee, St. Paul and Pacific RR to Terre Haute and Seymour at Beehunter. The PC line is also under study in this Report. This line was described as potentially excess in the U.S. DOT Report (see Zone 123).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Switz City	22
Lyons	5
Bushrod	25
Beehunter	21
Total carloads generated by the line	73
Average carloads per week	1.4
Average carloads per mile	4.2
Average carloads per train	1.4
1973 operating information:	
Number of round trips per year	52
Estimated time per round trip (hours)	8
Locomotive horsepower	1,750
Train crew size	5

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that this line is a major through-route for coal shipments and curtailment of service would necessitate a virtually impossible switch to motor carriers. Miami County Circuit Judge John L. Niblack pointed out that the PC delivers 640,000 tons of coal to the Martinsville plant using a switch at Sandborn. The only alternative to this route is a line that needs rehabilitating. He also noted the loss of tax revenues to the communities should the railroads abandon operations.

Other testimony expounded on the large shipments of coal and the inherent problems that would arise due to a switch to another transportation mode.

Additionally, the Greene County Farm Cooperative Association emphasized the necessity of rail service to the agriculture industry.

Information for Line Retention Decision

Revenue received by PC		$14,974
Average revenue per carload	$205	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	160,778	
Cost of upgrading branch line to FRA class I (1/10 of cost upgrading cost)		39,254
Cost incurred beyond the branch line		11,792
Total variable (avoidable) cost		211,824
Net contribution (loss): total		(196,850)
Average per carload		(2,696)

This line would require minimum upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standard (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 7,242 crossties (an average of 404 crossties per mile).

An evaluation of coal reserves by USRA staff confirms that this line is currently used as a through-route for coal shipments.

The portion of this line between Sandborn and Switz City is required to serve USRA segment 598.

Preliminary Recommendation

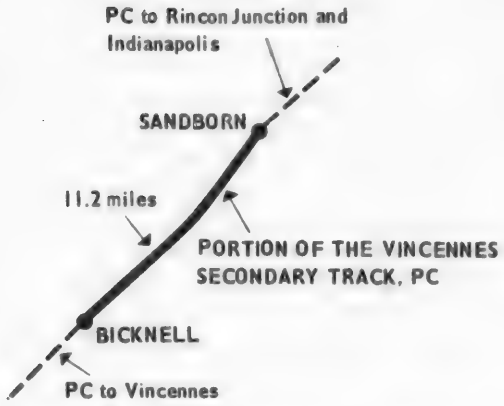
It is *recommended* that the portion of the Vincennes Secondary Track between Sandborn and Switz City be included in the ConRail System.

It is *not* recommended that the portion of the Vincennes Secondary Track between Switz City and Rincon Junction be included in the ConRail System.

PORTION OF THE VINCENNES SECONDARY TRACK

USRA Line No. 598

Penn Central



This portion of the Vincennes Secondary Track, formerly part of the Pennsylvania RR, extends from *Sandborn* (Milepost 91.7) to *Bicknell, Ind.* (Milepost 102.9), a distance of *11.2 miles*, in Knox County, Ind. Continuations of the line extend northeastward from Sandborn and southwestward from Bicknell. Both are also under study in this Report. This line was not described as potentially excess in the U.S. DOT Report (see Zone 123).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Sandborn	14,379
Westphalia	1
Edwardsport	308
Bicknell	92
Hawthorne	10
Total carloads generated by the line	14,550
Average carloads per week	270.9
Average carloads per mile	1,257.5
Average carloads per train	93.9
1973 operating information:	
Number of round trips per year	250
Estimated time per round trip (hours)	4.0
Locomotive horsepower	7,000
Train crew size	5

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report."

The Governor's Rail Task Force indicates that PC earns $207,785 in freight revenues as compared to $97,682 in branch costs equaling a $190,112 estimated profit. Total rehabilitation costs totaled $240,000. The total annual traffic over this line was 971 carloads or 37 cars per mile. There is also an electrical generation facility on the line. For these reasons and others mentioned about USRA Line No. 597, the Task Force recommends inclusion of this line in the Final System Plan.

Information for Line Retention Decision

Revenue received by PC		$2,151,331
Average revenue per carload	$153	
Variable (avoidable) cost on continued Service:		
Cost incurred on the branch line	449,309	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	42,957	
Cost incurred beyond the branch line	1,469,315	
Total variable (avoidable) cost		1,961,581
Net contribution (loss): total		189,750
Average per carload	18	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph). Based on available information, this upgrading would include the replacement of a total of 6,720 crossties (an average of 600 crossties per mile). An evaluation of coal reserves by USRA staff confirms that this line is used to move coal to Edwardsport.

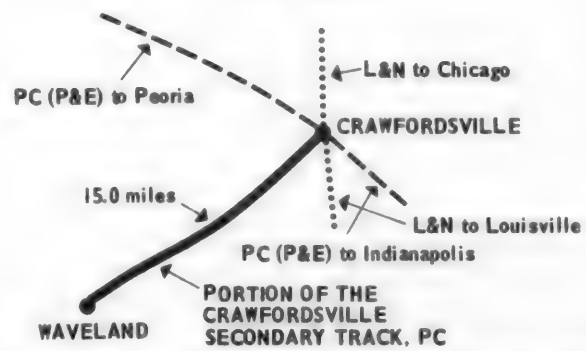
Recommendation

It is recommended that this portion of the Vincennes Secondary Track be included in the ConRail System.

PORTION OF THE CRAWFORDSVILLE SECONDARY TRACK

USRA Line No. 602

Penn Central



This portion of the Crawfordsville Secondary Track, formerly part of the Pennsylvania RR, extends from *Waveland* (Milepost 37.0), to *Crawfordsville, Ind.*

(Milepost 52.0), a distance of *15.0 miles*, in Montgomery County, Indiana. Continuations of this line did extend northeastward from Crawfordsville and southwestward from Waveland. These continuations have been abandoned. There are two connections on this line. They are the PC Peoria & Eastern line, and the Louisville & Nashville Chicago-Louisville line, both at Crawfordsville. The PC line is also under study in this Report. The PC has filed for abandonment of this line with the ICC and USRA (Finance Docket No. 26784; USRA Docket No. 75–50). This line was described as potentially excess in the U.S. DOT Report (see Zone 126).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Crawfordsville[1]	3
Waveland	0
Total carloads generated by the line	3
Average carloads per week	0.1
Average carloads per mile	.2
Average carloads per train	.5
1973 operating information:	
Number of round trips per year	6
Estimated time per round trip (hours)	4
Locomotive horsepower	1,750
Train crew size	4

[1] Includes only traffic on segment.

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report".

The Governor's Rail Task Force recommends abandonment of this line due to insufficient traffic. A letter received from Otis R. Bowen, M.D., Governor of the State of Indiana, substantiated the Rail Task Force's opinion, and additionally, it noted that total 1973 shipments on this line were 7 carloads.

A letter received from Harold B. Taylor of West Lafayette, Ind., indicated that he is in favor of abandoning this line because of the deterioration of the railroad property.

Information for Line Retention Decision

Revenue received by PC		$750
Average revenue per carload	$253	
Variable (avoidable) cost of continued service		
Cost incurred on the branch line	97,142	
Cost of upgrading branch line to FRA class I (1/10 of total upgrading cost)	41,016	
Cost incurred beyond the branch line	319	
Total variable (avoidable) cost		138,477
Net contribution (loss) total		(137,718)
Average per carload		(45,906)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph). Based on available information, this upgrading would include the replacement of a total of 10,365 crossties(an average of 691 crossties per mile).

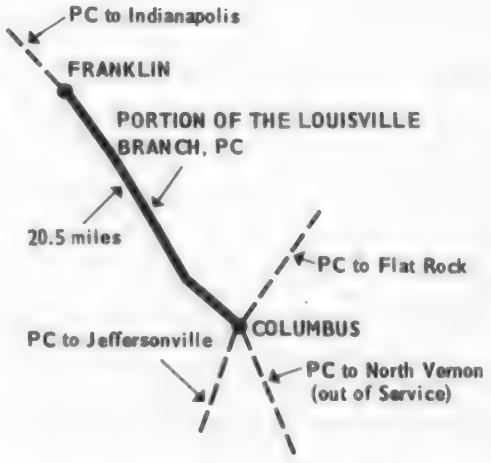
Preliminary Recommendation

It is *not* recommended that this portion of the Crawfordsville secondary track be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $137,718 or $45,906 per carload. Recovery of costs would require approximately a three hundred-fold increase in traffic or a 18.145 percent rate increase over the 1973 levels.

PORTION OF THE COLUMBUS TO LOUISVILLE LINE

USRA Line No. 619

Penn Central



This portion of the Columbus to Louisville Line, formerly part of the Pennsylvania RR, extends from *Franklin* (Milepost 20.0) to *Columbus, Ind.* (Milepost 40.5) a distance of *20.5 miles*, in Johnson and Bartholomew Counties, Indiana. Continuations of this line extend northward from Franklin to Indianapolis and southward from Columbus to Jeffersonville and Louisville. The latter portion is also under study in this Report. Connections at Columbus include: the PC Shelbyville Secondary Track to Flat Rock and the PC Columbus—Madison Secondary Track also under study in this Report. This line was described as potentially excess in the U.S. DOT Report (see Zones 121 and 122).

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that most objections to curtailment of service centered on the discontinuance of service from Indianapolis to Louisville.

The Edinburg Chamber of Commerce is vehemently opposed to any discontinuance of rail service. According to the Chamber, the possibility exists that over 1,200 people would lose their jobs. Three firms from Edinburg agreed wholeheartedly with the Chamber. Community Grain, Inc. of Edinburg, with capital investments of $.5 million, are fearful of losing their business if rail service is discontinued. Huntington Creek Corp., DBA Lotus Warehouses estimates that the cost of relocating a new elevator would cost over $.5 million. The American Walnut Association noted that 3 firms at Edinburg are responsible for shipping 41 percent of the domestic and export walnut veneer. The increased costs attributed to the switch to truck freight service would affect their ability to compete. Congressman William G. Bray termed the impact of abandonment on Edinburg disastrous. He added that Edinburg generates 2,675 cars per year and one firm is delaying expansion pending determination of the line's status.

The Governor's Rail Task Force indicates that PC earned $486,101 in freight revenues as opposed to $78,-897 in branch costs equalling a $407,211 estimated profit. The total annual traffic over this line totaled 1,935 carloads or 92 cars per mile. This section of track is also used by Amtrak for north-south passenger service. For these reasons and those mentioned above, the Task Force feels that this line warrants inclusion into the Final System Plan.

Information for Line Retention Decision

This line is required for through freight service, therefore local rail service will be provided to all shippers located on the line.

Recommendation

It is recommended that this portion of the Columbus to Louisville Line be included in the ConRail System.

NEW WATSON BRANCH

USRA Line No. 621

Penn Central

The New Watson Branch, formerly part of the Pennsylvania RR, extends from *Jeffersonville* (Milepost 0.0)

to *Watson, Ind.* (Milepost 4.0), a distance of *4.0 miles*, in Clark County, Ind. This line connects with the following lines: the PC Louisville Branch, the PC New Albany Branch and the B&O to North Vernon at Jeffersonville. It also connects with the Baltimore & Ohio to Vernon at Watson. The PC lines are also under study in this Report. This line was described as potentially excess in the U.S. DOT Report (see Zone 205).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Charlestown	548
Watson	0
Total carloads generated by the line	548
Average carloads per week	10.5
Average carloads per mile	137.0
Average carloads per train	8.7
1973 operating information:	
Number of round trips per year	150
Estimated time per round trip (hours)	3
Locomotive horsepower	1,200
Train crew size	4

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report." The Indiana Army Ammunition Depot at Charlestown owns the track from Watson to Charlestown, but it is switched by the PC.

Information for Line Retention Decision

Revenue received by PC		$248,379
Average revenue per carload	$453	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	57,038	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	9,036	
Cost incurred beyond the branch line	118,979	
Total variable (avoidable) cost		185,053
Net contribution (loss): total		63,326
Average per carload	116	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph). Based on available information, this upgrading would include the replacement of a total of 2,000 crossties (an average of 500 crossties per mile).

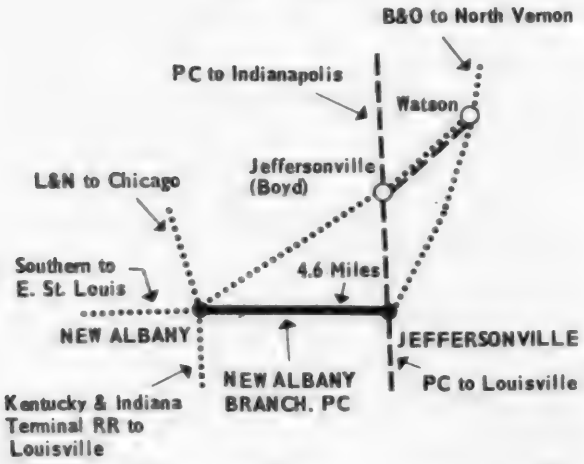
Recommendation

It is recommended that the New Watson Branch be included in the ConRail System.

NEW ALBANY BRANCH

USRA Line No. 621b

Penn Central



The New Albany Branch, formerly part of the Pennsylvania RR, extends from *Jeffersonville* (Milepost 0.0) to *New Albany, Ind.* (Milepost 4.6), a distance of *4.6 miles*, in Clark and Floyd Counties, Indiana. At Jeffersonville, this line connects with the PC Louisville Branch and the Baltimore & Ohio line to North Vernon. The PC lines are also under study in this Report. At New Albany, this line connects with the Southern Main Line, the Baltimore & Ohio to North Vernon, the Louisville & Nashville to Bloomington and the Kentucky & Indiana Terminal to Louisville. This line was not described as potentially excess in the U.S. DOT Report (see Zone 205).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Jeffersonville[1]	161
New Albany	236
Total carloads generated by the line	397
Average carloads per week	7.6
Average carloads per mile	86.3
Average carloads per train	3.2
1973 operating information:	
Number of round trips per year	125
Estimated time per round trip (hours)	2
Locomotive horsepower	1,200
Train crew size	4

[1] (Includes only traffic on segment).

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report."

Information for Line Retention Decision

Revenue received by PC		$144,330
Average revenue per carload	$364	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	55,645	
Cost of upgrading branch line to FRA Class I (1/10 of total upgrading cost)	17,154	
Cost incurred beyond the branch line	78,629	
Total variable (avoidable) cost		151,428
Net contribution (loss): total		(7,098)
Average per carload	(18)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 2,290 crossties (an average of 498 crossties per mile).

Although this line generates a loss, a 10 percent increase in traffic or a 5 percent rate increase over 1973 levels would enable financial self-sufficiency.

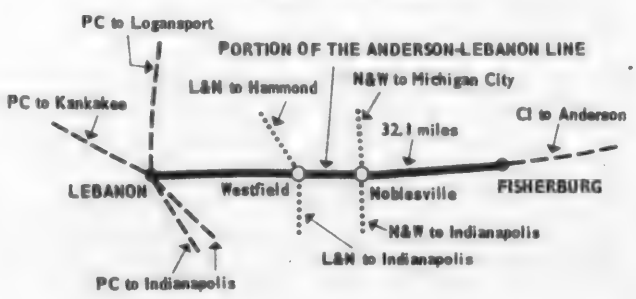
Recommendation

It is recommended that the New Albany Branch be included in the ConRail System.

PORTION OF ANDERSON-LEBANON LINE

USRA Line No. 622/623

Central Indiana Railway



This portion of the Anderson-Lebanon line of the Central Indiana Railway extends from *Fisherburg* (Milepost 10.6), to *Lebanon, Ind.* (Milepost 42.7), a distance of *32.1 miles*, in Madison, Hamilton, and Boone Counties, Indiana. A continuation of this line extends eastward from Fisherburg. Connections include: the Norfolk & Western to Michigan City and Indianapolis at Noblesville; the Louisville & Nashville to Hammond and Indianapolis at Westfield; and at Lebanon, the PC Cincinnati-to-Kankakee line and the PC I&F Branch. Portions of both of the PC lines are also under study in this Report. PC has filed for abandonment of this line with the ICC, Finance Docket No. 26587; with USRA, Docket No. 75–561. This line was described as potentially excess in the U.S. DOT Report (See Zone 122).

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that the Brockway Glass Company employs 500 people and operates 24 hours per day, 7 days per week. The firm receives 50 percent of their traffic via PC and 50 percent via Norfolk & Western. The firm emphasized the need to maintain this delivery ratio between the carriers in order to continue their 7-day-a-week operation. The firm stated that motor carriers could not supply the necessary service if rail freight via PC was discontinued. Without adequate rail service, the firm may be forced to cease operations.

Tebco Fertilizer Co. is concerned about the effects on the agricultural communities. They stated that fertilizer does not lend itself to truck shipments because of increased freight charges and the necessity of moving large amounts rapidly.

The Central Indiana Railroad has not responded to a request from the Governor's Rail Task Force for traffic data concerning the line. Therefore, the Task Force has delayed making any recommendation for the line at this time.

Testimony was received from William Hudnut, Illinois Congressman, 11th Congressional District, indicating that this line is the only right-of-way bypassing Indianapolis.

Information for Line Retention Decision

The Central Indiana Railway is independent of the PC and therefore has not been subjected to detailed analysis and is not to be a part of the ConRail System.

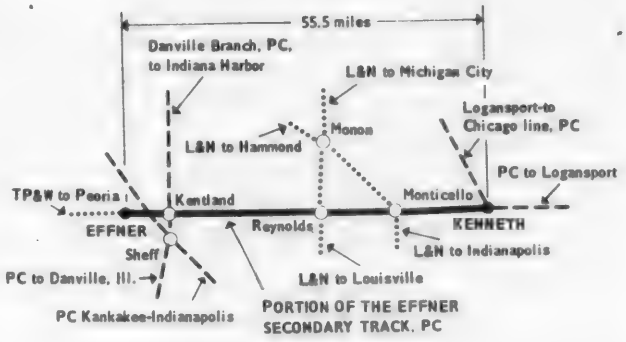
Preliminary Recommendation

It is *not* recommended that this portion of the Central Indiana Railway be included in the ConRail System.

PORTION OF THE EFFNER SECONDARY TRACK

USRA Line No. 630

Penn Central



This portion of the Effner Secondary Track, formerly part of the Pennsylvania RR, extends from *Kenneth* (Milepost 5.7) to *Effner, Ind.* (Milepost 61.2), a distance of *55.5 miles*, in Cass, White, Jasper and Newton Counties, Ind. A continuation of this line extends eastward from Kenneth to Logansport. Connections are: the PC Logansport-to-Chicago line at Kenneth; the Louisville and Nashville line to Hammond and Indianapolis at Monticello; the Louisville and Nashville to Michigan City and Louisville at Reynolds; the PC Danville Branch at Kentland; and the Toledo Peoria & Western RR to Peoria at Effner. The PC Danville Branch is also under study in this Report, as is a portion of the PC Logansport to Chicago line. The portion of this line from Monticello to Kenneth was described as potentially excess in the U.S. DOT Report (see Zones 117 and 128).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:

Lake Ciecott	0
Burnettsville	32
Idaville	34
Monticello	805
Reynolds	1,240
Seafield	0
Wolcott	159
Remington	927
Goodland	945
Perkins	18
Effner	5
Kentland [1]	271
Total carloads generated by the line	4,526
Average carloads per week	87.0
Average carloads per mile	81.5
Average carloads per train	15.1

See footnote at end of table.

1973 Operating information:	
Number of round trips per year	300
Estimated time per round trip (hours)	12
Locomotive horsepower	3,500
Train crew size	5

[1] Includes only traffic on segment.

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that the testimony directed itself only to the portion of the line from Monticello to Kenneth. The Toledo Peoria & Western protested abandonment on the grounds that discontinuance of service would destroy its competitive position because the TP&W's only eastern connection is with this PC line at Effner, to the west of Kenneth.

The Monticello Chamber of Commerce maintained that area businesses are dependent upon rail service to maintain their competitive position. Another firm submitting testimony, the Cheesebrough Ponds Company, generated 900 tons of freight over this line in 1973. The company depends on a multimodal distribution system.

The Chemetron Corporation stated that it is vitally dependent on the railroads. The company transports heavy, bulky items. In 1973, the firm shipped 537 carloads over this line. Until the line's status is resolved, they are delaying any expansion.

Testimony received from Edward J. Hassenger, Traffic Manager, The Early & Daniel Co. advocates the retention of the TP&W Peoria, Illinois to Kentland, Indiana connection. This connection is preferred in lieu of Chicago because of distance and congestion problems.

The TP&W has suggested to USRA staff that they are interested in somehow maintaining an eastern interchange with a main line of ConRail. The TP&W may even be interested in purchasing part of the former PC lines in this area in order to protect their connections with ConRail.

Information for Line Retention Decision

Revenue received by PC		$1,752,792
Average revenue per carload	$387	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	748,571	
Cost of upgrading branch line to FRA Class I (1/10 of total upgrading cost)	51,207	
Cost incurred beyond the branch line	1,326,743	
Total variable (avoidable) cost		2,126,521
Net contribution (loss): total		(373,729)
Average per carload	(83)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 1,280 crossties (an average of 23 crossties per mile). The TP&W has suggested to USRA staff that they are interested in maintaining an eastern interchange with a main line of ConRail. The TP&W may be interested in purchasing part of the former PC lines in this area in order to protect such a connection.

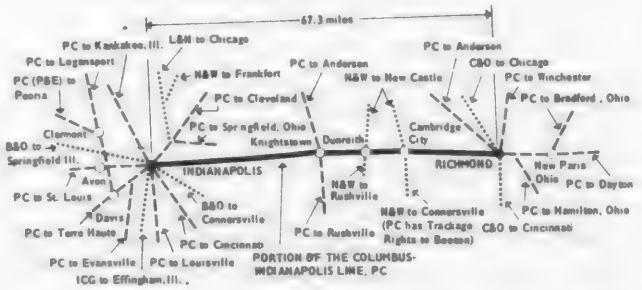
Preliminary Recommendation

It is *not* recommended that this portion of the Effner Secondary Track be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $373,729 or $83 per carload. Recovery of costs would require approximately a 90-percent increase in traffic or a 20-percent rate increase over the 1973 levels. It is expected that the TP&W will be interested in acquiring the track between Effner and Kentland (see Appendix D).

PORTION OF THE COLUMBUS-TO-INDIANAPOLIS LINE

USRA Line No. 633

Penn Central



This portion of the Columbus-to-Indianapolis Line, formerly part of the Pennsylvania RR, extends from *Richmond* (Milepost 119.6) to *Indianapolis, Ind.* (Milepost 186.9), a distance of *67.3 miles*, in Wayne, Henry, Hancock and Marion Counties, Ind.

A continuation of this line extends eastward from Richmond towards Dayton, Ohio. At Richmond, this line connects with the Penn Central Richmond Branch to Hamilton, Ohio and Anderson, Ind., the Penn Central Newman Secondary Track to Winchester, and the Chesapeake & Ohio to Chicago and Cincinnati. Other connections are: the Norfolk & Western at Cambridge City and Dunreith, the Penn Central Anderson-Greensburg Secondary Track at Knightstown, and at Indianapolis, the Penn Central Louisville Branch, the Penn

Central Cincinnati-to-Kankakee Line, the Penn Central Petersburg Secondary Track to Evansville, the Penn Central to Springfield, Ohio, Peoria & Eastern Line, the Penn Central Greencastle Branch to Terre Haute, the Penn Central Springfield Branch, the Penn Central Cleveland-to-Indianapolis Line, the Penn Central Indianapolis-to-St. Louis Line, the Penn Central I&F Branch, the Baltimore & Ohio to Chicago and the Norfolk & Western to Frankfort. This line was not described as potentially excess in the U.S. DOT Report (see Zones 120 and 122).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Richmond [1]	8,521
Centerville	440
Germantown	24
Straughn	31
Cambridge City	69
Dunreith	35
Charlottesville	117
Greenfield	577
Gem	186
Knightstown [1]	64
Cumberland	89
Indianapolis [1]	5,164
Total carloads generated by the line	15,317
Average carloads per week	294.6
Average carloads per mile	227.6
Average carloads per train	61.3
1973 operating information:	
Number of round trips per year	250
Estimated time per round trip (hours)	36
Locomotive horsepower	1,750
Train crew size	5

[1] Includes only traffic on segment.

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report."

The Governor's Rail Task Force indicated that the line generated $3,547,754 in freight revenues as opposed to $240,448 branch costs equaling an estimated profit of $3,307,306. Estimated rehabilitation costs are $704,000 (these are all 1973 figures). The segment carload figures are 13,141 or 205 per mile. The analysis indicates that the line appears to be profitable and capable of covering rehabilitation costs. Therefore, the Task Force recommends retention of service on this line.

Information for Line Retention Decision

Revenue received by PC		$4,182,160
Average revenue per carload	$273	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	1,336,767	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	1,965,072	
Total variable (avoidable) cost		3,301,839
Net contribution (loss): total		880,321
Average per carload	57	

The majority of the traffic listed above is generated at Richmond and Indianapolis. Those shippers located in these two areas will continue to receive service. The portion of the line between Richmond and Indianapolis appears to generate insufficient traffic to be financially self sufficient.

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph). This segment is presently used by Amtrak for service between Columbus, Ohio, and St. Louis. In order to preserve this direct passenger route, Amtrak may wish to acquire this segment as provided for in the Reorganization Act.

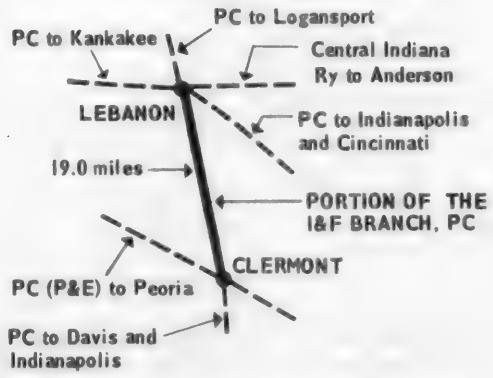
Preliminary Recommendation

It is *not* recommended that the portion of the Richmond to Indianapolis Line between these cities be included in the ConRail System. However, shippers located in Richmond and Indianapolis will continue to receive service.

PORTION OF THE I&F BRANCH

USRA Line No. 634

Penn Central



This portion of the I&F Branch, formerly part of the Pennsylvania RR, extends from *Clermont* (Mile-

post 12.6), to *Lebanon, Indiana* (Milepost 31.6), a distance of *19.0 miles*, in Boone, Hendricks, and Marion Counties, Indiana. Continuations of this line extend northward from Lebanon and southward from Clermont. Connections at Lebanon include: the PC Cincinnati to Kankakee line and the Central Indiana Ry. to Anderson. Portions of both of these continuations are also under study in this Report. Connections at Clermont are made with the PC Peoria & Eastern line which is also under study in this Report. This line was not described as potentially excess in the U.S. DOT Report (see Zone 122).

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report."

The Governor's Rail Task Force did not analyze this line.

Information for Line Retention Decision

This line is required for through freight service, therefore local rail service will be provided to all shippers located on the line.

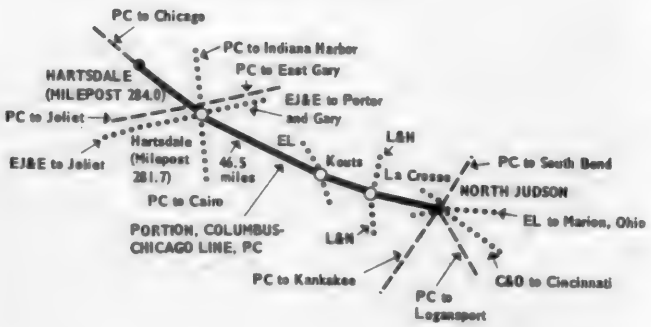
Recommendation

It is recommended that this portion of the I&F Branch be included in the ConRail System.

PORTION OF COLUMBUS-CHICAGO LINE

USRA Line No. 689a

Penn Central



This portion of the Columbus to Chicago Line, formerly part of the New York Central RR, extends from *North Judson* (Milepost 237.5) to *Hartsdale* (Milepost 284.0), a distance of *46.5 miles*, in Starke, Porter and Lake Counties, Ind. From North Judson, the line extends to Logansport where it intersects with both north-south and east-west PC lines. At Hartsdale there are alternative routes into Chicago as well as an east-west line to Joliet and Porter. Connection with C&O are at North Judson and LaCrosse. The EL is intersected at North Judson and Kouts and there is a connection to the EJ&E at Hartsdale. This line was not described as potentially excess in the U.S. DOT Report (see Zones 128 and 130).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
LaCrosse	26
Kouts	58
Aylesworth	302
Hebron	2
Leroy	18
Crown Point	390
Schererville	552
Total carloads generated by the line	1,348
Average carloads per week	25.9
Average carloads per mile	29.0
Average carloads per train	6.0
1973 operating information:	
Number of round trips per year	225
Estimated time per round trip (hours)	6
Locomotive horsepower	1,750
Train crew size	5

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated, in general, that trucks could not provide an adequate transportation alternative to rail. Weight restrictions and the sheer volume of grain shipped were cited as the reasons. Much of the testimony focused on the need to maintain Indiana lines for serving overhead traffic.

This segment was designated for study after the publication of the Task Force study. Therefore, no analysis of the line was included in that Report.

Information for Line Retention Decision

Revenue received by PC		$493,351
Average revenue per carload	$366	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	435,835	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	279,733	
Total variable (avoidable) cost		715,568
Net contribution (loss): Total		(222,217)
Average per carload	(165)	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph).

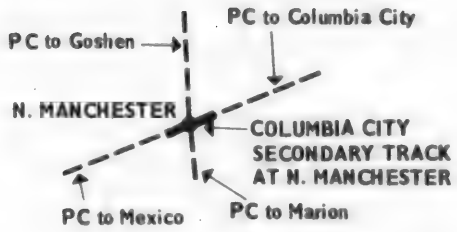
Recommendation

It is recommended that this portion of the Columbus to Chicago Line be included in the ConRail System as an alternative through route pending rehabilitation of the parallel route via Sheff.

PORTION OF COLUMBIA CITY SECONDARY TRACK

USRA Line No. 700

Penn Central



This portion of the Columbia City Secondary Track, formerly part of the Pennsylvania RR, extends from Milepost 36.9 to Milepost 37.2, a distance of *0.3 miles*, at *N. Manchester*, in Wabash County, Ind. This line was described as potentially excess in the U.S. DOT Report (see Zone 117).

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report". The Governor's Rail Task Force reported that it had no data about this line and therefore could not make a recommendation.

Information for Line Retention Decision

This line does not directly serve any shippers.

Preliminary Recommendation

It is *not* recommended that this portion of the Columbia City Secondary Track be included in the ConRail System.

PORTION OF CINCINNATI-TO-KANKAKEE LINE

USRA Line No. 577a

Penn Central

This portion of the Cincinnati-to-Kankakee Line, formerly part of the Pennsylvania RR, extends from *Sheff, Ind.* (Milepost 211.3), to *Kankakee, Ill.* (Milepost 249.4), a distance of *38.1 miles*, in Iroquois and Kankakee Counties, Ill. and Benton County, Ind. A continuation of this line extends eastward to Cincinnati, also under study in this Report. This line connects with the PC to Evansville and the PC to Chicago at Sheff, Ind. These two lines are both under study in this Report. This line connects with the TP&W lines to Effner and to Peoria at Sheldon. At Nelson this line connects with the Milwaukee Road Chicago-Terre Haute Main Line. This line also connects with the C&EI Main Line from Chicago to Evansville at St. Anne. (The C&EI line to Chicago uses the L&N trackage. At Kankakee this line connects with the ICG Chicago-New Orleans Main Line. It also connects with the PC lines to South Bend and to Peoria at Kankakee).

This line was not described as potentially excess in the U.S. DOT Report (see Zones 128 and 139).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Raub	149
Sheldon	1,194
Iroquois	109
Donovan	184
Beaverville	204
St. Anne	132
Aroma Park	15
Kankakee [1]	482
Total carloads generated by the line	2,469
Average carloads per week	47.5
Average carloads per mile	64.8
Average carloads per train	16.5
1973 operating information:	
Number of round trips per year	150
Estimated time per round trip (hours)	7
Locomotive horsepower	1,750
Train crew size	4

[1] Includes only traffic on segment.

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report."

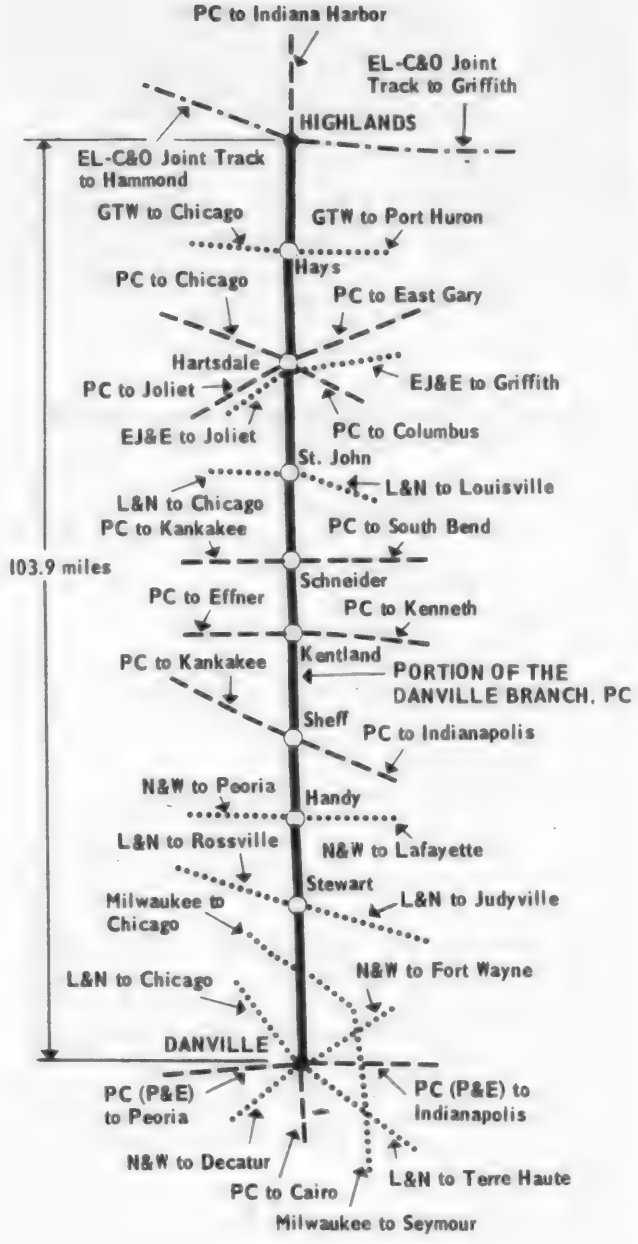
Information for Line Retention Decision

Revenue received by PC		$1,034,157
Average revenue per carload	$419	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	376,695	
Cost of upgrading branch line to FBA Class I:		
(1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	834,436	
Total variable (avoidable) cost		1,211,131
Net contribution (loss): total		(176,974)
Average per carload	(72)	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph).

Preliminary Recommendation

It is *not* recommended that this portion of the Cincinnati to Kankakee Line be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $176,974 or $72 per carload. Recovery of costs would require approximately a 90 percent increase in traffic or a 17 percent rate increase over the 1973 levels.



PORTION OF THE DANVILLE BRANCH

USRA Line No. 604

Penn Central

This portion of the Danville Branch, formerly part of the New York Central RR, extends from *Highlands, Ind.* (Milepost 6.3) to *Danville, Ill.* (Milepost 110.2), a distance of *103.9 miles*, in Lake, Newton, Benton, Warren, and Fountain Counties, Ind. and Vermilion County, Ill. A continuation of this line runs north from Highlands to Indiana Harbor. At Highlands this line connects with the Erie Lackawanna and the Chesapeake and Ohio. Other connections include: the Grand Trunk Western at Hays; the PC Columbus Chicago line, the Joliet Branch and the EJE line at Hartsdale; the Louisville and Nashville at St. John; the PC Kankakee Branch at Schneider; the PC Effner Secondary Track at Kentland; the PC Cincinnati to Kankakee line at Sheff; the Norfolk & Western at Handy; the Louisville & Nashville at Stewart; and the PC Cairo Branch, the PC Peoria & Eastern line, the Louisville & Nashville, and the Norfolk & Western at Danville. The PC Kankakee Branch, the PC Cincinnati to Kankakee line, the PC Cairo Branch, and the PC Peoria & Eastern line are also under study in this Report. This line was originally completed in 1906 for the purpose of moving coal from Southern Illinois to the then new steel plants along Lake Michigan. This line was described as potentially excess in the U.S. DOT Report (see Zones 126, 128, 130 and 139).

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report," indicated that the Pillsbury Co. has a 1.1 million bushel grain elevator at Tab, Indiana. In 1973, Pillsbury spent $50,000 to upgrade rail facilities in order to be able to handle 100 car unit trains. Pillsbury ships 15 to 18 unit trains each year from this location. Indiana's Rail Task Force reported to the Governor that this line earned $1,746,568 in revenue while accumulating on-branch costs of $338,130. Because of this estimated profit of more than $1 million, the Indiana Task Force recommended that this segment be made a part of the ConRail System. USRA staff has noted that the Free Grain Co. of Handy, Indiana is like Pillsbury, a large shipper of grain by unit train.

Information for Line Retention Decision

This line is required for through freight service, therefore local rail service will be provided to all shippers located on the line.

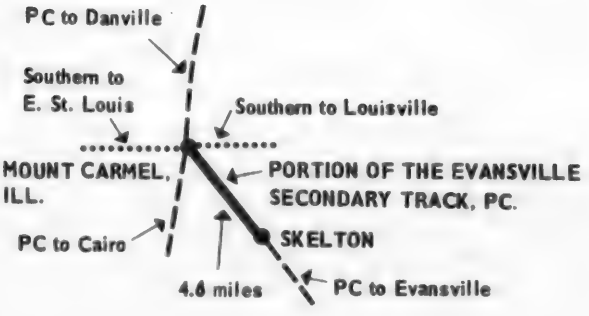
Recommendation

It is recommended that the Danville Branch be included in the ConRail System.

PORTION OF THE EVANSVILLE SECONDARY TRACK

USRA Line No. 612

Penn Central



This portion of the Evansville Secondary Track, formerly part of the New York Central RR, extends from *Mt. Carmel, Ill.* (Milepost 127.4), to *Skelton, Ind.* (Milepost 132.0), a distance of *4.6 miles*, in Gibson County, Indiana and Wabash County, Illinois. From Skelton, this line continues to Evansville. At Mount Carmel, the line connects with the PC Cairo Branch and the Southern Ry Line to St. Louis. The PC Cairo Branch and the continuation of this line are also under study in this Report. This line was described as potentially excess in the U.S. DOT Report (see Zones 123 and 141).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Mt. Carmel [1]	603
Total carloads generated by the line	603
Average carloads per week	11.6
Average carloads per mile	128.3
Average carloads per train	5.0
1973 operating information:	
Number of round trips per year	120
Estimated time per round trip (hours)	4.0
Locomotive horsepower	4,000
Train crew size	4

[1] Includes only traffic on segment.

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that Public Service of Indiana is constructing a new power station at Carol, Ind. Known as the Gibson Station, this powerplant will require 2.2 million tons of coal in 1975 and 3 to 6 million tons in 1976 and subsequent years. The coal will be mined at Amax Coal's Keensburg Mine (Line Segment 606A). The utility company stated that if the line were abandoned they might be interested in acquiring the right-of-way. The Indiana Rail Task Force, under the technical direction of William R. Black, recommended that this short segment of line should be retained for the future committed coal business. However, the Task Force concluded that the continuation of this interstate branch between Carol (Skelton) and Evansville, Ind., was not necessary since the Task Force estimated a $66,557 annual operating loss, and a rehabilitation tab of $442,000.

Information for Line Retention Decision

Revenue received by PC		$319,326
Average revenue per carload	$530	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	82,826	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	110,254	
Total variable (avoidable) cost		193,080
Net Contribution (loss): total		126,246
Average per carload	209	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track which has a maximum safe operating speed of 10 m.p.h.). An evaluation of coal reserves by USRA staff confirmed the Hearing and Task Force reports on the Gibson powerplant. USRA has also found that there are substantial proven reserves of coal adjacent to line segment 613 between Skelton and Nisbet, Ind., although no active mining is underway, and no firm mining plans have been announced.

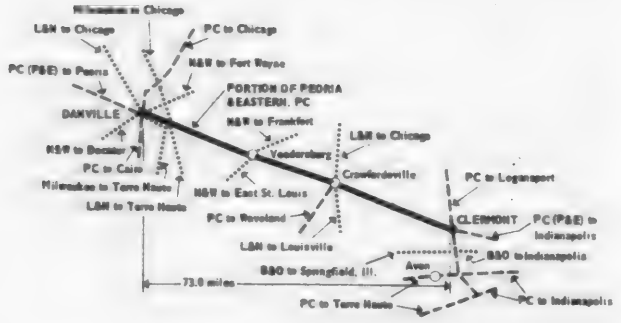
Recommendation

It is recommended that this portion of the Evansville Secondary Track be included in the ConRail System.

PORTION OF PEORIA & EASTERN LINE

USRA Line No. 616

Penn Central



This portion of the Peoria & Eastern Line, formerly part of the New York Central RR, extends from *Clermont, Ind.* (Milepost 9.0) to *Danville, Ill.* (Milepost 82.0), a distance of *73.0 miles*, in Marion, Hendricks, Boone, Montgomery, Fountain and Warren Counties, Indiana and Vermilion County Illinois. At Clermont, this line connects with the PC I&F Branch to Logansport and continues to Indianapolis. Other connections include: the PC Crawfordsville Secondary Track and the Louisville & Nashville to Lafayette at Crawfordsville; the Norfolk & Western to Frankfort at Veedersburg. At Danville the line continues west to Peoria and also connects with the PC Cairo Branch, the Louisville & Nashville to Chicago and Terre Haute and the Norfolk & Western Ft. Wayne-Decatur line. Additionally under study in this Report are: the PC Crawfordsville Secondary Track, the PC Cairo Branch, the PC I&F Branch and the continued portion of the P&E line. This line was described as potentially excess in the U.S. DOT Report (see Zones 122, 126 and 139).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Crawfordsville	3,567
Brownsburg	23
Pittsboro	14
Lizton	7
Jamestown	8
New Ross	38
Tile Siding	0
Waynetown	43
Range Road	7
Hillsboro	42
Veedersburg	1
Palmerton	0
Covington	39
Olin	904
Foster	5
Danville[1]	880
Total carloads generated by the line	5,578
Average carloads per week	105.5
Average carloads per mile	75.2
Average carloads per train	36.6
1973 operating information:	
Number of round trips per year	150
Estimated time per round trip (hours)	22.0
Locomotive horsepower	1,750
Train crew size	5

[1] Includes only shippers on segment.

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicates that R.R. Donnelley & Sons at Crawfordsville doubts if it could compete if a shift to trucks became necessary. Cost of operations would increase 250%. Midstates Steel & Wire Corp. at Crawfordsville stated that loss of rail service might cost 200–225 jobs.

Information for Line Retention Decision

Revenue received by PC		$2,073,575
Average revenue per carload	$378	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	844,221	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	898,532	
Total variable (avoidable) cost		1,742,753
Net contribution (loss): total		330,822
Average per carload	60	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track which has a maximum safe operating speed of 10 m.p.h.).

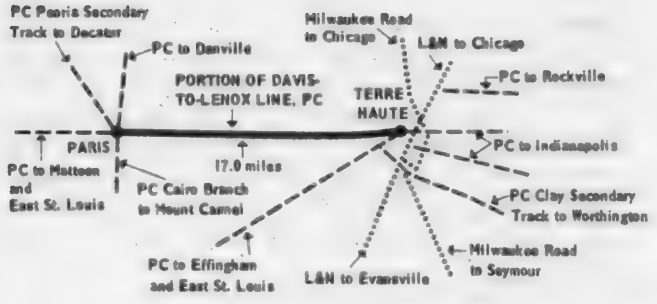
Recommendation

It is recommended that this portion of the Peoria & Eastern Line be included in the ConRail System.

PORTION OF THE DAVIS TO LENOX LINE

USRA Line No. 618

Penn Central


PC Peoria Secondary Track to Decatur
PC to Danville
Milwaukee Road to Chicago
L&N to Chicago
PC to Rockville
PORTION OF DAVIS-TO-LENOX LINE, PC
TERRE HAUTE
PARIS
17.0 miles
PC to Indianapolis
PC to Mattoon and East St. Louis
PC Cairo Branch to Mount Carmel
PC Clay Secondary Track to Worthington
PC to Effingham and East St. Louis
L&N to Evansville
Milwaukee Road to Seymour

This portion of the Davis to Lenox Line, formerly part of the New York Central RR, extends from *Terre Haute, Ind.*, (Milepost 72.0), to *Paris, Ill.* (Milepost 89.0), a distance of *17.0 miles*, in Vigo County, Indiana and Edgar County, Illinois. Continuations of this line, which extend eastward from Terre Haute to Indianapolis and westward from Paris to East St. Louis are also under study in this Report. Connections at Terre Haute are: two PC, Indianapolis-Terre Haute lines and the PC Clay Secondary Track; the Chicago, Milwaukee, St. Paul & Pacific RR to Chicago and Seymour; and the Louisville & Nashville RR to Chicago and Evansville. In addition there are two PC connections at Paris, the Peoria Secondary Track and the Cairo Branch. All of the PC lines are also under study in this Report. This line was described as potentially excess in the U.S. DOT Report (see Zones 125 and 141).

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report," and the Governor's Rail Task Force did not report on this segment.

Information for Line Retention Decision

This line is required for through line freight service, therefore local rail service will be provided to all shippers located on the line.

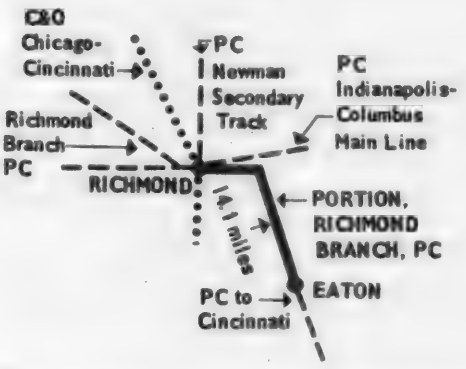
Recommendation

It is recommended that this portion of the Davis to Lenox Line be included in the ConRail System.

PORTION OF THE RICHMOND BRANCH

USRA Line No. 520a

Penn Central



This portion of the Richmond Branch, formerly part of the Pennsylvania RR, extends from *Eaton, Ohio* (Milepost 58.0), to *Richmond, Ind.* (Milepost 72.1), a distance of *14.1 miles*, in Preble County, Ohio and Wayne County, Ind. The Richmond Branch runs south to Cincinnati and continues north beyond Richmond to Logansport; both extensions are also under study in this Report as is the Newman Secondary Track which connects at Richmond. At Richmond the C&O Chicago-Cincinnati line and the Penn Central's Indianapolis-Columbus line also cross. This line was not described as potentially excess in the U.S. DOT Report (see Zones 108 and 120).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Eaton	1,063
New Hope	44
Campbellstown	29
Total carloads generated by the line	1,136
Average carloads per week	21.8
Average carloads per mile	80.6
Average carloads per train	3.8
1973 Operating Information:	
Number of round trips per year	300
Estimated time per round trip (hours)	2.0
Locomotive horsepower	1,500
Train crew size	5

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The

Public Response to the Secretary of Transportation's Rail Service Report."

Information for Line Retention Decision

Revenue received by PC		$274,874
Average revenue per carload	$242	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	154,149	
Cost of upgrading branch line to FRA Class I (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	161,055	
Total variable (avoidable) cost		315,204
Net contribution (loss): Total		(40,330)
Average per carload	(36)	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph). Correspondence from Westvaco Corporation at Eaton indicates a $1,750,000 expansion program which would increase rail shipments by one-third.

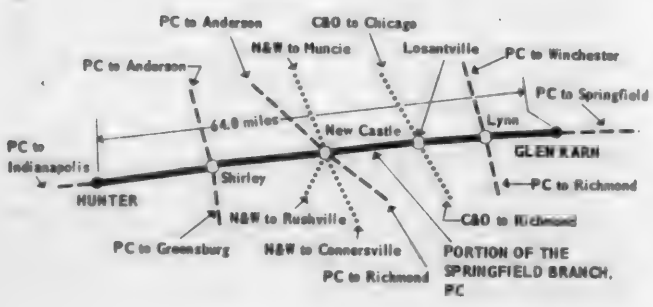
Preliminary Recommendation

Although the preliminary recommendation is that this portion of the Richmond Branch not be included in the ConRail System, the possibility of immediately increasing revenue must be explored before a final recommendation can be made. Without immediately increasing revenue, continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $40,330 or $36 per carload. Recovery of costs would require approximately a 35 percent increase in traffic or a 15 percent rate increase over the 1973 levels. Also, a reduction in service frequency may improve the financial results if such reduction does not result in a decline in traffic.

PORTION OF THE SPRINGFIELD BRANCH

USRA Line No. 554

Penn Central



This portion of the Springfield Branch, formerly part of the New York Central RR, extends from *Glen Karn, Ohio* (Milepost 60.4) to *Hunter, Ind.* (Milepost 131.2), a distance of *64.0 miles*, in Marion, Hancock, Henry, and Randolph Cos., Ind., and Darke Co., Ohio. The total mileage between these points is 70.8, however, there are a number of small line segments—especially at key junctions that are not under study. At Hunter this line continues west to Indianapolis and at Glen Karn it continues east to Springfield. Connections with other lines are: the PC Anderson-to-Greensburg Secondary Track at Shirley; the PC Richmond Branch and the Norfolk and Weston to Rushville, Connersville, and Muncie at New Castle, the Chesapeake & Ohio Ry. at Losantville and the PC Newman Secondary Track to Richmond and Winchester at Lynn. Portions of or the entire line of the PC connections listed above are also under study in this Report.

Abandonment applications have been filed by the PC with the ICC, Finance Docket No. AB–5, Sub. 17, and USRA Docket No. 75–54 and 75–55.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Glen Karn	43
Crete	10
Lynn	70
Carlos City	0
Modoc	19
Losantville	28
Mooreland	19
New Castle [1]	258
Kennard	10
Wilkinson	43
Willow Branch	1
Maxwell	44
Mohawk	1
Mount Comfort	6
Hunter	53
Total carloads generated by the line	605
Average carloads per week	11.6
Average carloads per mile	9.5
Average carloads per train	6.7
1973 operating information:	
Number of round trips per year	90
Estimated time per round trip (hours)	12
Locomotive horsepower	1,750
Train crew size	4

[1] Includes only traffic on segment.

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that potential abandonment of the line from Indianapolis (just to the West of Hunter) to Savona, Ohio, produced heavy public protests from rail users in Indianapolis. The Business Relations Council of the Indianapolis

Chamber of Commerce argued that PC's Springfield branch is essential for industrial development and the future growth of Indianapolis. According to the Report, the line serves a number of shippers of bulky products suited only for rail transport. L. W. Schaller, speaking for the Maxwell Grain Company, which has elevators at Maxwell and Mohawk, said the company stopped using rail in 1971 because it could not obtain cars, but based on production estimates for 1973 it could use 920 high cube cars for corn, 640 cars for soybeans and 65 cars for fertilizer.

An accompanying chart shows Bookwalter Co., Div. of American Can Co. used an estimated 320 carloads in 1973. This number is expected to grow to 875–1,000. Hook Drugs, Inc., used an estimated 200 carloads in 1973. Growth will up this number to 762, according to the Report.

The Governor's Rail Task Force lists estimated branch cost at $255,476 with freight revenue amounting to $179,107. A subsidy of $76,364 is listed. Rehabilitation cost is estimated at $870,400. The Task Force considers future traffic potential as "stable." The Task Force said that even though the line is losing money that if certain other lines are abandoned this line segment would pick up all the New Castle traffic of the Penn Central. Under that circumstance, the line would be above the break-even point and therefore should be included in the new ConRail System. USRA studies show no fossil fuel resources in this area.

Information for Line Retention Decision

Revenue received by PC		$193,351
Average revenue per carload	$320	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	483,700	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	55,868	
Cost incurred beyond the branch line	77,451	
Total variable (avoidable) cost		617,019
Net contribution (loss): Total		(423,668)
Average per carload	(700)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph). Based on available information, this upgrading would include the replacement of a total of 625 crossties (an average of 10 crossties per mile). Correspondence has been received which indicates that a grain elevator at Maxwell is planning an expansion of the facility. This firm expects to increase rail use substantially over the next few years.

USRA studies show no fossil fuel resources in this area.

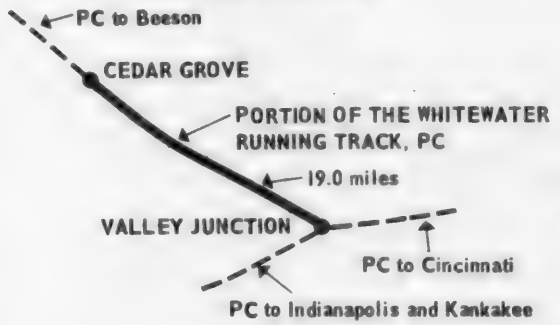
Preliminary Recommendation

It is *not* recommended that this portion of the Springfield Branch be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $423,668 or $700 per carload. Recovery of costs would require approximately a 365 percent increase in traffic or a 220 percent rate increase over the 1973 levels.

WHITEWATER RUNNING TRACK

USRA Line no. 571a

Penn Central



This portion of the Whitewater Running Track, formerly part of the New York Central RR, extends from *Valley Junction, Ohio* (Milepost 17.7), to *Cedar Grove, Ind.* (Milepost 36.7), a distance of *19.0 miles*, in Hamilton County, Ohio and Dearborn, Franklin, Fayette and Wayne Counties, Indiana. At Valley Junction, this line connects with the PC Cincinnati-to-Kankakee Line, and at Cedar Grove it continues to Beeson. The latter continuation and a portion of the former line are also under study in this Report. This line except for the portion from Valley Junction to Dearborn County—Franklin County boundary in Indiana was described as potentially excess in the U.S. DOT Report (see Zones 106 and 120).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Valley Junction	7
White Water	104
Harrison	274
Total carloads generated by the line	385
Average carloads per week	7.4
Average carloads per mile	20.3
Average carloads per train	4.3
1973 operating information:	
Number of round trips per year	90
Estimated time per round trip (hours)	7
Locomotive horsepower	1,750
Train crew size	5

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearing conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report." A major portion of the production by Cincinnati, Inc. is large presses which must move by rail.

Information for Line Retention Decision

Revenue received by		$136,325
Average revenue per carload	$354	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	171,238	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	57,191	
Cost incurred beyond the branch line	51,626	
Total variable (avoidable) cost		280,055
Net contribution (loss): total		(143,730)
Average per carload	(373)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 10,260 crossties (an average of 540 crossties per mile). USRA evaluation of coal reserves show no fossil fuel resources in this area.

Preliminary Recommendation

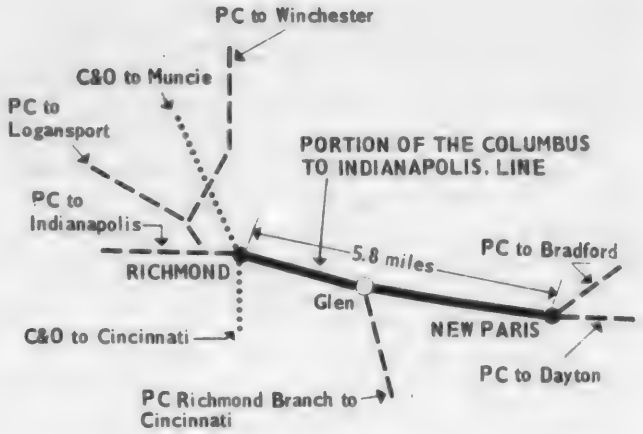
It is *not* recommended that this portion of the Whitewater Running Track be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $143,730 or $373 per carload. Recovery of costs would require approximately a 170 percent increase in traffic or a 105 percent rate increase over the 1973 levels.

PORTION OF COLUMBUS-TO-INDIANAPOLIS LINE

USRA Line No. 638

Penn Central

This portion of the Columbus-to-Indianapolis line, formerly part of the Pennsylvania RR, extends from *New Paris, Ohio* (Milepost 113.8) to *Richmond, Ind.* (Milepost 119.6), a distance of *5.8 miles*, in Preble



County, Ohio, and Wayne County, Ind. At Richmond this line continues west to Indianapolis and at New Paris east to Dayton. The PC line to Bradford connects at New Paris. All of these continuations are also under study in this Report. Connecting at Richmond is the Chesapeake & Ohio Ry. to Cincinnati and Muncie. At Glen the PC Richmond Branch and Newman Secondary connect; they are also under study in this Report. This line was not described as potentially excess in the U.S. DOT Report (see Zones 108 and 120).

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report."

Information for Line Retention Decision

This line does not directly serve any shippers. However, it is required as an overhead line to serve Richmond.

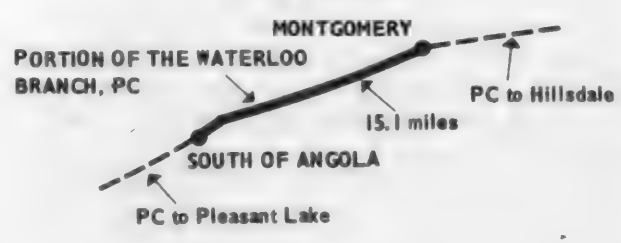
Recommendation

It is recommended that this portion of the Columbus-to-Indianapolis Line be included in the ConRail System.

PORTION OF THE WATERLOO BRANCH

USRA Line No. 401

Penn Central



This portion of the Waterloo Branch, formerly part of the New York Central RR, extends from south of *Angola, Ind.* (Milepost 39.7), to *Montgomery, Mich.* (Milepost, 54.8), a distance of *15.1 miles*, in Steuben County, Indiana and Hillsdale and Branch Counties, Michigan. Continuations of this line extend northward from Montgomery and southward from south of Angola. Both continuations are also under study in this Report. PC has filed an abandonment application with the ICC Docket No. AB–5 Sub-193, 194. This line was described as potentially excess in the U.S. DOT Report (see Zones 115 and 150).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Ray	0
Fremont	49
Angola	209
Total carloads generated by the line	258
Average carloads per week	5.0
Average carloads per mile	17.1
Average carloads per train	2.6
1973 operating information:	
Number of round trips per year	100
Estimated time per round trip (hours)	6.0
Locomotive horsepower	1,500
Train crew size	5

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that the Steuben County Farm Bureau Coop. Association is the largest shipper on the line with 84 carloads in 1973. The Coop. expressed concern that its future use of railroad land would be jeopardized. The Coop. has a lease for railroad land at an annual cost of $4,000. The Northern Indiana Public Service Co. stated its concern for shipment of 54 ton transformers to and from Angola. Some witnesses suggested that the N&W take over this line by establishing a connection at Steubenville, three miles south of Pleasant Lake. Some of the traffic data for this line segment will be reported in Table 4 of the RSPO Michigan Report. For example, Angola Lumber Co. is reported as shipping 36 to 40 cars, all of which are presumed as generated at Angola, Ind., as are Moore Business Form's 48 carloads. Major shippers at Montgomery, Michigan who testified at the Hearings are Camden Basket Co. (60 cars), and Watson Trading Co. (195 cars). The Governor's Rail Task Force in Indiana found that this line's operation resulted in an estimated loss of $3,805 between Ray and Pleasant Lake, Indiana. Rehabilitation costs are estimated at $308,000 between these two Indiana points. The Task Force concluded that by dropping service to Pleasant Lake, the line could have a profitable operation of $24,372 per year between Angola and the State line. Abandonment of the line was expected to result in the loss of 45 jobs.

Information for Line Retention Decision

Revenue received by PC		$67,152
Average revenue per carload	$160	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	140,009	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	37,617	
Cost incurred beyond the branch line	35,282	
Total variable (avoidable) cost		212,908
Net contribution (loss): total		(145,756)
Average per carload	(363)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph). Based on available information, this upgrading would include the replacement of a total of 7,550 crossties (an average of 500 crossties per mile).

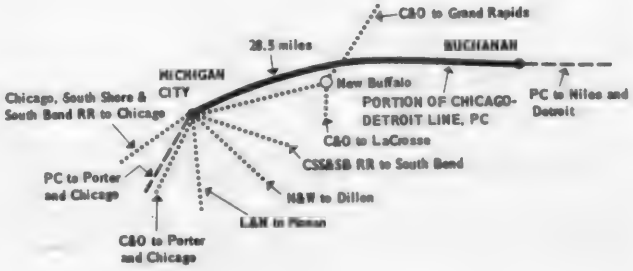
Preliminary Recommendation

It is *not* recommended that this portion of the Waterloo Branch be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $145,756 or $363 per carload. Recovery of costs would require approximately an eightfold increase in traffic or a 230 percent rate increase over the 1973 levels.

PORTION OF CHICAGO TO DETROIT LINE

USRA Line No. 467

Penn Central



This portion of the Chicago to Detroit Line, formerly part of the New York Central RR, extends from *Buchanan, Michigan* (Milepost 199.5) to *Michigan City, Ind.* (Milepost 228.0), a distance of *28.5 miles*, in Berrien County, Michigan and La Porte County, Indiana. At Buchanan, Mich., this line continues eastward to Niles and Detroit, and at Michigan City, Indiana west towards Chicago. The Line eastward from Buchanan, Mich. is also under study. Connections with other railroads include the Chesapeake & Ohio at New Buffalo and Michigan City. Also at Michigan City, connections are made with the Chicago, South Shore & South Bend RR, the Louisville & Nashville RR and the N&W Ry. This line was not described as potentially excess in the U.S. DOT Report (see Zones 128 and 149).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Galien	7
Three Oaks	9
Buchanan[1]	311
Total carloads generated by the line	327
Average carloads per week	6.2
Average carloads per mile	11.4
Average carloads per train	1.3
1973 operating information:	
Number of round trips per year	240
Estimated time per round trip (hours)	3
Locomotive horsepower	2,000
Train crew size	5

[1] Includes only traffic on segment.

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report."

Amtrak and the State of Michigan both are concerned about the future of passenger service over this line between Chicago and Detroit, and Chicago and Port Huron. USRA staff has discussed, with both the State and Amtrak, the possibility that either entity may wish to acquire or lease this portion of track as provided for in the Regional Rail Reorganization Act.

Information for Line Retention Decision

Data errors preclude complete analysis prior to the preliminary system plan.

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.).

The traffic generated at Niles will be served by USRA segment 637.

Preliminary Recommendation

It does not appear, based on revenue and carloads per mile, that this line segment is financially self-sustaining. Analysis will be completed within 2 weeks.

PORTION OF THE SOUTH BEND SECONDARY TRACK

USRA Line No. 637

Penn Central

This portion of the South Bend Secondary Track, formerly part of the New York Central RR, extends from *Niles, Mich.* (Milepost 27.6) to *South Bend, Ind.* (Milepost 34.7), a distance of *7.1 miles*, in St. Joseph County, Ind. and Berrien County, Mich. At Niles this line connects with the PC Benton Harbor Secondary Track and the PC Chicago-to-Detroit line. At South Bend this line connects with the PC Kankakee Branch, the PC Chicago-to-Buffalo line, the Grand Trunk Western Chicago-Lansing line, the Chicago South Shore & South Bend RR to Chicago, and the New Jersey, Indiana & Illinois RR to the Norfolk & Western line at

Pine, Ind. The PC Benton Harbor Secondary Track, a portion of the PC Kankakee Branch, and a portion of the PC Chicago-to-Detroit line, are also under study in this Report. This line was described as potentially excess in the U.S. DOT Report (see Zones 129 and 149).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Niles[1]	637
Notre Dame	744
Bertrand	27
Total carloads generated by the line	1,408
Average carloads per week	27.1
Average carloads per mile	198.3
Average carloads per train	5.1
1973 operating information:	
Number of round trips per year	275
Estimated time per round trip (hours)	2
Locomotive horsepower	2,000
Train crew size	5

[1] Includes only traffic on segment.

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that this is part of a link for through-route shipments between the large freight yard at Elkhart, Indiana, and Michigan City, Indiana, which handled 84 cars in 1972, and 111 cars in 1973 for pulpwood into this plant; only 28% of outbound shipments go this way because of box car shortages. According to Notre Dame, they reserve 1,000 cars of coal a year, but it understands that rail access to Notre Dame is to be retained under DOT plans. Notre Dame said that absence of rail access for coal would cost the University some $300,000 in excess of its present price. The Governor's Task force recommended keeping rail access to Notre Dame.

Information for Line Retention Decision

Revenue received by PC		$458,726
Average revenue per carload	$323	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	83,430	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	310,581	
Total variable (avoidable) cost		394,011
Net contribution (loss): total		64,715
Average per carload	46	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph).

Recommendation

It is recommended that this portion of the South Bend Secondary Track be included in the ConRail System.

PORTION OF THE LOUISVILLE BRANCH

USRA Line No. 620/620a/620b

Penn Central

This portion of the Louisville Branch, formerly part of the Pennsylvania RR, extends from *Columbus, Ind.* (Milepost 40.5), to *Louisville, Ky.* (Milepost 111.2), a distance of *70.7 miles*, in Bartholomew, Jackson, Scott, and Clark Counties, Ind. and Jefferson County, Ky. At Columbus, this line continues on to Indianapolis. It also connects with the Shelbyville Secondary Track and the Columbus-Madison Secondary Track at Columbus. Both the Shelbyville Secondary and the Columbus-Madison Secondary Tracks are under study in this Report. Other connections include the B&O St. Louis-Cincinnati line and the Milwaukee Road line from Terre Haute at Seymour. The B&O also crosses the Penn Central at Boyd. Connections are also made with a number of major railroads at Louisville. This line, except for the portion from Austin to Columbus and from Speed, Ind. to Louisville, Ky., was described as potentially excess in the U.S. DOT Report (see zones 121 and 205).

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their

reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that Mayor Blake L. Burns of the City of Scottsburg said the city has spent a considerable sum of money in public improvements to attract industries. An industrial complex is planned, but lack of rail service would hinder any future development. Another industrial complex is located at Seymour, and discontinuance of rail service would have a severe effect on the community's economy and future growth.

A number of firms submitted testimony indicating their need for large numbers of cars and their need for increased cars in the future.

The Governor's Rail Task Force noted that Penn Central earned $1,388,771 in freight revenues in 1973 as opposed to $259,233 in branch costs equaling an estimated profit of $1,129,530.

In 1973, 6,332 carloads or 92 carloads per mile were shipped. The Task Force maintains that the volume of traffic and revenues on this line are considerable. The State recommends retention of service on this line.

The carrier line patron sheets list 38 shippers on this line.

Information for Line Retention Decision

This line is required for through freight service, therefore local rail service will be provided to all shippers located on the line.

Recommendation

It is recommended that this portion of the Louisville Branch be included in the ConRail System.

MARYLAND

Intrastate

PC

USRA line number	Terminals
148	Massey to Centreville
149	Massey to Chestertown
150	Queen Anne to Denton
151	Queen Anne to Queenstown
152	Hurlock to Preston
153	Hurlock to Vienna
156	Salisbury to East of Salisbury
163	Kings Creek to Crisfield
676	Salisbury to Hebron

Interstate

Maryland to Delaware (these lines are discussed under Delaware)

147	Massey, Md. to Townsend, Del.
167	Snow Hill, Md. to Indian River, Del.
168	Cambridge, Md. to Seaford, Del.
169	Easton, Md. to Clayton, Del.

Maryland to Pennsylvania

198	North of Frederick, Md. to Spring Grove, Pa.
204a	Hagerstown, Md. to Chambersburg, Pa.

Maryland to Virginia

166	Pokomoke, Md. to Cape Charles, Va.

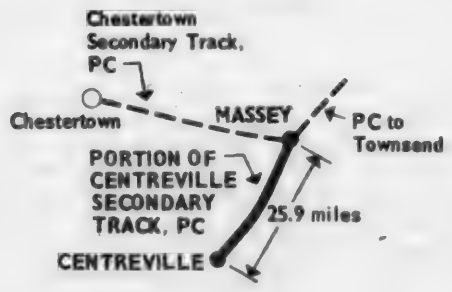
Maryland to West Virginia and Virginia

205	Hagerstown, Md. to Winchester, Va.

PORTION OF CENTREVILLE SECONDARY TRACK

USRA Line No. 148

Penn Central



This portion of the Centreville Secondary Track, formerly part of the Pennsylvania RR, extends from *Massey* (Milepost 9.2) to *Centreville, Md.* (Milepost 35.1), a distance of *25.9 miles*, in Kent and Queen Annes Counties, Md. At Massey, this line continues toward Townsend, Del. where it connects with the PC Delmarva Branch. At this point, it also connects with the PC Chestertown Secondary Track, which is also under study in this Report. In November 1972, the PC applied to the ICC for permission to abandon the line, Docket No. AB–5, Sub. 197. No final action has been taken on this application. This line was described as potentially excess in the U.S. DOT Report (see Zone 86).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:

Millington	10
Sudlersville	2
Barclay	11
Price	2
Centreville	66
Roberts	0
Total carloads generated by the line	91
Average carloads per week	1.8
Average carloads per mile	3.5
Average carloads per train	1.2

1973 operating information:

Number of round trips per year	75
Estimated time per round trip (hours)	9
Locomotive horsepower	1,200
Train crew size	4

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that the Tidewater Publishing Company of Centreville, which received 250 carloads of paper in 1973, feels that the rising cost of transferring to motor carrier might jeopardize their ability to compete and force them to close. The Delmarva Sash & Door Co. (100 carloads per annum) might be forced to relocate and thereby cause unemployment in this area. Letter to John Ingram (FRA) concerning this branch concludes that: Penn Central has not maintained the line; operating costs have doubled due to substandard track; car movements are 10–20% behind shipper expectations;

and a new company (Soybeans & Chickens) will be opening on this line. USRA staff has not been able to confirm the 250 carloads of paper reported by RSPO.

Information for Line Retention Decision

Revenue received by P C		$84, 718
Average revenue per carload	$382	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	206, 540	
Cost of upgrading branch line to FRA Class I (1/10 of total upgrading cost)	27, 585	
Cost incurred beyond the branch line	24, 819	
Total variable (avoidable) cost		258, 994
Net contribution (loss): Total		(224, 226)
Average per carload		(2, 464)

Available information indicates that this line requires a total of 3,880 ties (an average of 149 ties per mile) to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.).

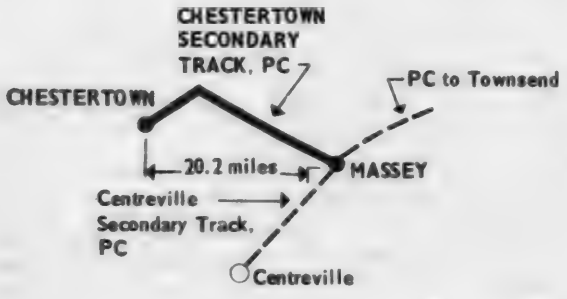
Preliminary Recommendation

It is *not* recommended that this portion of the Centreville Secondary Track be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $224,226 or $2,464 per carload. Recovery of costs would require approximately a twenty-two-fold increase in traffic or a 645 per cent rate increase over the 1973 levels. During 1973, normal service to the Delmarva Peninsula was interrupted by damage to the C&D Canal bridge and by reduced float service due to the drydocking of the float. This may have had an adverse impact on the rail traffic generated in the area, but *NOT* substantially enough to affect the recommendation.

CHESTERTOWN SECONDARY TRACK

USRA Line No. 149

Penn Central



The Chestertown Secondary Track, formerly part of the Pennsylvania RR, extends from *Massey* (Milepost 0.0) to *Chestertown, Md.* (Milepost 20.2), a distance of *20.2 miles*, in Kent County, Md. At Massey, this line connects with the Centreville Secondary Track, also under study in this Report. This line was described as potentially excess in the U.S. DOT Report (see Zone 86).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:		
Massey	12	
Kennedyville	47	
Still Pond	11	
Lynch	52	
Chestertown	299	
Total carloads generated by the line		421
Average carloads per week	8. 1	
Average carloads per mile	20. 8	
Average carloads per train	5. 6	
1973 operating information:		
Number of round trips per year		75
Estimated time per round trip (hours)		8. 5
Locomotive horsepower		1,200
Train crew size		4

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" by the P.M. Brooks & Son, Inc. of Chestertown (53 carloads per annum, with a '74 projection of 130 carloads) indicated that converting to truck carriers would raise the cost of fertilizer by $4–5 per ton. A letter in behalf of Tenneco Chemicals estimates this company's business to increase in 1975 to 325 carloads to be received and 220 carloads to be shipped. Loss of rail service would hinder the company's competitive ability.

Information for Line Retention Decision

Revenue received by PC		$266, 797
Average revenue per carload	$635	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	177, 891	
Cost of upgrading branch line to FRA Class I (1/10 of total upgrading cost)	40, 461	
Cost incurred beyond the branch line	160, 609	
Total variable (avoidable) cost		378, 961
Net contribution (loss): Total		(112, 164)
Average per carload		(267)

This line would not require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.).

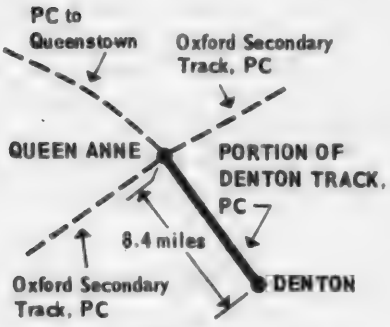
Preliminary Recommendation

Although the preliminary recommendation is that the Chestertown Secondary Track not be included in the ConRail System, the possibility of immediately increasing revenue must be explored before a final recommendation can be made. Without immediately increasing revenue, continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $112,164 or $267 per carload. Recovery of costs would require approximately a 100 percent increase in traffic or a 40 percent rate increase over the 1973 levels. During 1973, normal service to the Delmarva Peninsula was interrupted by damage to the C&D Canal bridge and by reduced float service due to the drydocking of the float. This may have had an adverse impact on the rail traffic generated in the area, but *NOT* substantially enough to affect the recommendation.

PORTION OF DENTON TRACK

USRA Line No. 150

Penn Central



This portion of the Denton Track, formerly part of the Pennsylvania RR, extends from *Queen Anne* (Milepost 0.0) to *Denton, Md.* (Milepost 8.4), a distance of *8.4 miles*, in Queen Annes and Caroline Counties, Md. At Queen Anne, this line connects with the Oxford Secondary Track and with its own continuation to Queenstown. Both of these lines are also under study in this report. In June 1973, application was made to the ICC to abandon this line. (Docket No. AB-5, Sub. 177). No final action has been taken. This line was described as potentially excess in the U.S. DOT Report (see Zone 86).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Hillsboro	14
Denton	164
Total carloads generated by the line	178
Average carloads per week	3.4
Average carloads per mile	21.2
Average carloads per train	3.6
1973 operating information:	
Number of round trips per year	50
Estimated time per round trip (hours)	8
Locomotive horsepower	1,200
Train crew size	4

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that curtailment of rail service would force a shift to the use of motor carriers with a resulting impact on the firms' competitive ability or would cause plant closings and relocation.

Information for Line Retention Decision

Revenue received by PC		$60,187
Average revenue per carload		$338
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	71,358	
Cost of upgrading branch line to FRA Class I (1/10 of total upgrading cost)	9,302	
Cost incurred beyond the branch line	45,496	
Total variable (avoidable) cost		126,156
Net contribution (loss): total		(65,969)
Average per carload		(371)

Available information indicates that this line requires a total of 450 ties (an average of 53 ties per mile) to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track which has a maximum safe operating speed of 10 m.p.h.).

Data provided at the RSPO hearings indicated that the traffic levels on this line can be expected to increase. However, recovery of costs would require approximately 1,000 carloads per year.

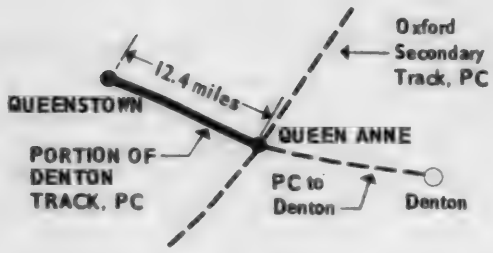
Preliminary Recommendation

It is *not* recommended that this portion of the Denton Track be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $65,969 or $371 per carload. Recovery of costs would require approximately a four-fold increase in traffic or a 110 per cent rate increase over the 1973 levels. During 1973, normal service to the Delmarva Peninsula was interrupted by damage to the C&D Canal bridge and by reduced float service due to the drydocking of the float. This may have had an adverse impact on the rail traffic generated in the area, but *NOT* substantially enough to affect the recommendation.

PORTION OF THE DENTON TRACK

USRA Line No. 151

Penn Central



This portion of the Denton Track extends from *Queen Anne* (Milepost 0.0) to *Queenstown, Md.* (Milepost 12.4), a distance of *12.4 miles*, in Queen Annes County, Md. At Queen Anne, this line connects with the Oxford Secondary Track and with its own continuation to Denton; both lines are also under study in this report. In June 1973, application was made to the ICC for permission to abandon this line. (Docket No. AB–5, Sub. No. 118). This line was described as potentially excess in the U.S. DOT Report (see Zone 86).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Queenstown	38
Wye Mills	15
Willoughby	0
Total carloads generated by the line	53
Average carloads per week	1.0
Average carloads per mile	4.3
Average carloads per train	0.6
1973 operating information:	
Number of round trips per year	86
Estimated time per round trip (hours)	5
Locomotive horsepower	1,200
Train crew size	4

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that curtailment of rail service would force a shift to the use of motor carriers with a resulting impact on the firms' competitive ability or would cause plant closing and relocation.

Information for Line Retention Decision

Revenue received by PC	$39,388
Average revenue per carload	$743
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line	103,211
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	13,672
Cost incurred beyond the branch line	28,603
Total variable (avoidable) cost	143,486
Net contribution (loss): total	(104,098)
Average per carload	(1,964)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 2,169 crossties (an average of 175 crossties per mile).

Data provided at the RSPO hearings indicated that rail traffic on this line may increase somewhat in the future. However, recovery of costs would require an additional 300 carloads per year.

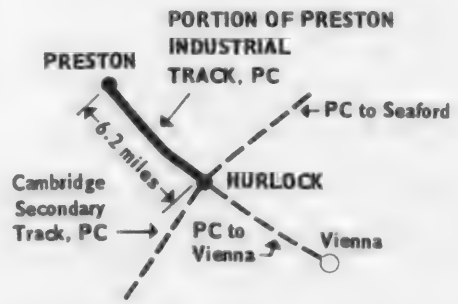
Preliminary Recommendation

It is *not* recommended that this portion of the Denton Track be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $104,098 or $1,964 per carload. Recovery of costs would require approximately a four-fold increase in traffic or a 264 percent rate increase over the 1973 levels. During 1973, normal service to the Delmarva Peninsula was interrupted by damage to the C&D Canal bridge and by reduced float service due to the drydocking of the float. This may have had an adverse impact on the rail traffic generated in the area, but *NOT* substantially enough to affect the recommendation.

PORTION OF THE PRESTON INDUSTRIAL TRACK

USRA Line No. 152

Penn Central



This portion of the Preston Industrial Track extends from *Preston* (Milepost 10.0), to *Hurlock, Md.* (Milepost 16.2), a distance of *6.2 miles*, in Dorchester and Caroline Counties, Maryland. At Hurlock, this line continues to Vienna, and it also connects with the Cambridge Secondary Track. Both of these lines are also

under study in this report. This line was described as potentially excess in the U.S. DOT Report (see Zone 86).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Preston	282
Hurlock [1]	44
Total carloads generated by the line	326
Average carloads per week	6.3
Average carloads per mile	52.8
Average carloads per train	5.4
1973 operating information:	
Number of round trips per year	60
Estimated time per round trip (hours)	3.0
Locomotive horsepower	1,200
Train crew size	4

[1] Includes only traffic on segment.

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" expressed concern, especially by the Preston Planning and Zoning Commission, about the impact of the loss of rail service on the growth of the community. This sentiment was also expressed by the Dorchester County Commission who also accused PC of intentionally downgrading the line. All of the shippers who testified about this branch feared the costs of shifting to trucks. Nagal Farm Service stated that present rail costs on its rail freight are about $1.50 per ton, but that truck costs would jump to a range of $8.50–10.00 per ton.

Information for Line Retention Decision

Revenue received by PC		$136,730
Average revenue per carload	$419	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	62,704	
Cost of upgrading branch line to FRA Class I (1/10 of total upgrading cost)	16,715	
Cost incurred beyond the branch line	103,042	
Total variable (avoidable) cost		182,461
Net contribution (loss): total		(45,731)
Average per carload	(140)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph). Based on available information, this upgrading would include the replacement of a total of 3,307 crossties (an average of 538 crossties per mile).

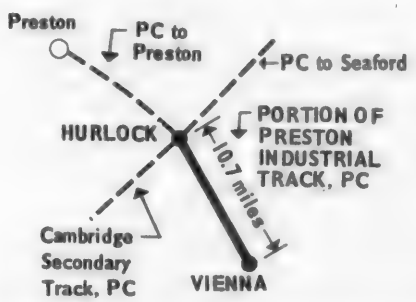
Preliminary Recommendation

It is *not* recommended that this portion of the Preston Industrial Track be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $45,731 or $140 per carload. Recovery of costs would require approximately a 130 percent increase in traffic or a 30 percent rate increase over the 1973 levels. During 1973, normal service to the Delmarva Peninsula was interrupted by damage to the C&D Canal bridge and by reduced float service due to the drydocking of the float. This may have had an adverse impact on the rail traffic generated in the area, but *NOT* substantially enough to affect the recommendation.

PRESTON INDUSTRIAL TRACK

USRA Line No. 153

Penn Central



This portion of the Preston Industrial Track, extends from *Hurlock* (Milepost 16.2) to *Vienna, Md.* (Milepost 26.9), a distance of *10.7 miles*, in Dorchester County, Md. At Hurlock, this line connects with the Cambridge Secondary Track of the PC. At this point, it also continues to Preston. Both of these lines are also under study in this Report. This line was described as potentially excess in the U.S. DOT Report (see Zone 86).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Hurlock [1]	151
Vienna	14
Total carloads generated by the line	165
Average carloads per week	3.2
Average carloads per mile	15.4
Average carloads per train	3.3
1973 Operating Information:	
Number of round trips per year	50
Estimated time per round trip (hours)	4.0
Locomotive horsepower	1,200
Train crew size	4

[1] Includes only traffic on segment.

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report."

Information for Line Retention Decision

Revenue received by PC		$54,243
Average revenue per carload	$329	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	82,759	
Cost of upgrading branch line to FRA Class I (1/10 of total upgrading cost)	28,062	
Cost incurred beyond the branch line	82,457	
Total variable (avoidable) cost		143,278
Net contribution (Loss): total		(89,035)
Average per carload	(540)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 6,336 crossties (an average of 592 crossties per mile).

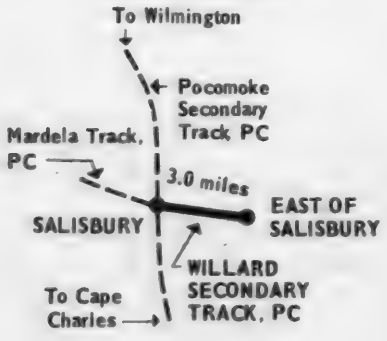
Preliminary Recommendation

It is *not* recommended that this portion of the Preston Industrial Track be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $89,035 or $540 per carload. Recovery of costs would require approximately a four-fold increase in traffic or a 165 percent rate increase over the 1973 levels.

WILLARD SECONDARY TRACK

USRA Line No. 156

Penn Central



This portion of the Willard Secondary Track extends from *Salisbury* (Milepost 42.7) to *East of Salisbury, Md.* (Milepost 45.7), a distance of *3.0 miles*, in Wicomico County, Md. At Salisbury, this line connects with the Pocomoke Secondary Track and the Mardela Track of the PC. The latter is also under study in this Report. This line was described as potentially excess in the U.S. DOT Report (see Zone 86).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Salisbury [1]	423
Total carloads generated by the line	423
Average carloads per week	8.1
Average carloads per mile	141.0
Average carloads per train	4.2
1973 operating information:	
Number of round trips per year	100
Estimated time per round trip (hours)	2.0
Locomotive horsepower	1,200
Train crew size	4

[1] Includes only traffic on segment.

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that Perdue Chickens, Inc., which employs approximately 2,000 people and generates between 500 and 600 carloads per year might be faced with additional transportation costs of $250,000 per year if rail service is discontinued. Perdue expects to ship or receive 642 carloads in 1974.

Information for Line Retention Decision

Revenue received by PC		$358,320
Average revenue per carload	$847	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	42,754	
Cost of upgrading branch line to FRA Class I (1/10 of total upgrading cost)	3,992	
Cost incurred beyond the branch line	152,748	
Total variable (avoidable) cost		199,494
Net contribution (loss): Total		158,826
Average per carload	375	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 640 crossties (an average of 213 crossties per mile).

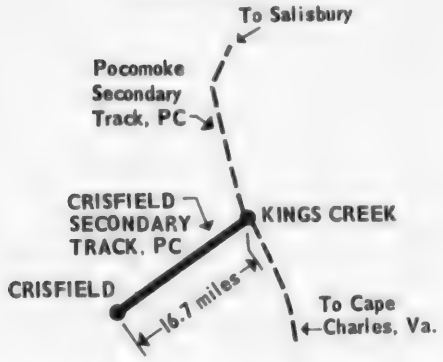
Recommendation

It is recommended that this portion of the Willard Secondary Track be included in the ConRail System.

CRISFIELD SECONDARY TRACK

USRA Line No. 163

Penn Central



The Crisfield Secondary Track, formerly part of the Pennsylvania RR, extends from *Kings Creek* (milepost 0.0), to *Crisfield, Md.* (Milepost 16.7), a distance of *16.7 miles*, in Somerset County, Md. At Kings Creek, this line connects with the Pocomoke Secondary Track of the PC. A portion of this line is also under study in this report. In July, 1972, the PC applied for permission to abandon this line (Docket No. AB–5, Sub 71). No final action has been taken in this application. This line was described as potentially excess in the U.S. DOT Report (see Zone 86).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Westover	3
Kingston	2
Marion	8
Crisfield	52
Kings Creek [1]	153
Total carloads generated by the line	218
Average carloads per week	4.2
Average carloads per mile	13.1
Average carloads per train	5.5
1973 operating information:	
Number of round trips per year	40
Estimated time per round trip (hours)	5.0
Locomotive horsepower	1,200
Train crew size	4

[1] Includes only shippers on this segment.

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their report entitled "The Public Response to the Secretary of Transportation's Rail Service Report."

Information for Line Retention Decision

Revenue received by PC		$118,327
Average revenue per carload	$542	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	123,985	
Cost of upgrading branch line to FRA Class I (1/10 of total upgrading cost)	25,361	
Cost incurred beyond the branch line	107,733	
Total variable (avoidable) cost		257,079
Net contribution (loss): Total		(138,752)
Average per carload		(636)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track which has a maximum safe operating speed of 10 mph). Based on available information, this upgrading would include the replacement of a total of 4150 crossties (an average of 248 crossties per mile).

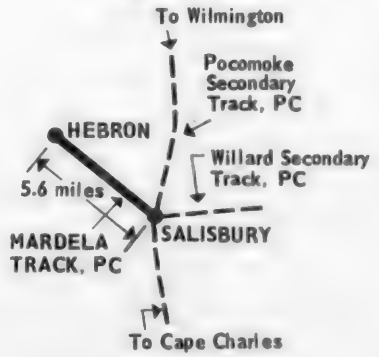
Preliminary Recommendation

It is *not* recommended that the Crisfield Secondary Track be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $138,752 or $636 per carload. Recovery of costs would require approximately a thirteenfold increase in traffic or a 117 percent rate increase over the 1973 levels. During 1973, normal service to the Delmarva Peninsula was interrupted by damage to the C&D Canal bridge and by reduced float service due to the drydocking of the float. This may have had an adverse impact on the rail traffic generated in the area, but *NOT* substantially enough to affect the recommendation.

MARDELA TRACK

USRA Line No. 676

Penn Central



The Mardela Track, extends from *Hebron* (Milepost 35.2) to *Salisbury, Md.* (Milepost 40.8), a distance of *5.6 miles*, in Wicomico County, Md. At Salisbury, this line connects with the Pocomoke Secondary Track of the PC. The latter is also under study in this Report. This line was not described as potentially excess in the U.S. DOT Report (see Zone 86).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Hebron	825
Salisbury [1]	45
Total carloads generated by the line	870
Average carloads per week	16.7
Average carloads per mile	155.4
Average carloads per train	7.0
1973 Operating information:	
Number of round trips per year	125
Estimated time per round trip (hours)	3.0
Locomotive horsepower	1,200
Train crew size	5

[1] Includes only traffic on segment.

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated a general concern for future service on this line. The Marvil Package Co. which originated 668 carloads and received 1,000 carloads in 1972, stated that trucking commodities would double present shipping costs.

Information for Line Retention Decision

Revenue received by PC		$118,032
Average revenue per carload	$136	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	80,825	
Cost of upgrading branch line to FRA Class I (1/10) of total upgrading cost)	8,170	
Cost incurred beyond the branch line	72,582	
Total variable (avoidable) cost		161,577
Net contribution (loss): total		(43,545)
Average per carload	(50)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 1,350 crossties (an average of 241 crossties per mile).

The Penn Central's C&D Canal Bridge, which is required to serve the Delmarva Peninsula from the North, was unserviceable between February 2 and April 21, 1973, leaving only the float operation at Cape Charles to serve the traffic. The resulting service problem may have artificially reduced the 1973 traffic volumes, and more current data will be evaluated before a final recommendation is made.

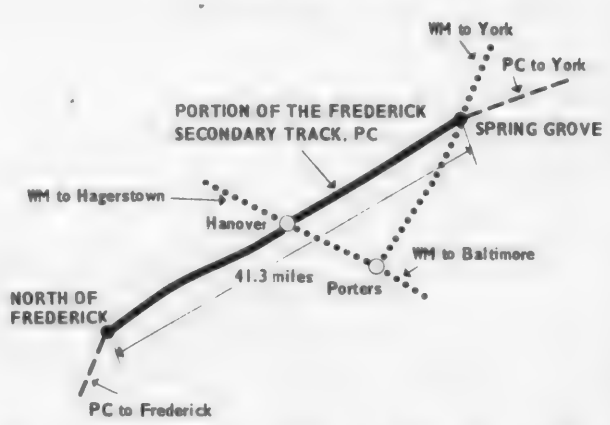
Preliminary Recommendation

Although the preliminary recommendation is that the Mardela Track not be included in the ConRail System, the possibility of immediately increasing revenue must be explored before a final recommendation can be made. Without immediately increasing revenue, continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $43,545 or $50 per carload. Recovery of costs would require approximately a 90 percent increase in traffic or a 40 percent rate increase over the 1973 levels. Costs may also be reduced by reducing frequency, although this alone will *not* make the line viable. During 1973, normal service to the Delmarva Peninsula was interrupted by damage to the C&D Canal bridge and by reduced float service due to the drydocking of the float. This may have had an adverse impact on the rail traffic generated in the area, but *NOT* substantially enough to affect the recommendation.

PORTION OF THE FREDERICK SECONDARY TRACK

USRA Line No. 198

Penn Central



This portion of the Frederick Secondary Track, formerly part of the Pennsylvania RR, extends from *Spring Grove, Pa.* (Milepost 23.9), to *North of Frederick, Md.* (Milepost 65.2), a distance of *41.3 miles*, in York County, Pennsylvania, and Carroll and Frederick Counties, Md. Continuations of this line extend southward to Frederick and northward from Spring Grove to York. Connections with the Western Maryland are made at Hanover and Spring Grove. These connecting lines extend to Hagerstown, York and Baltimore. The

continuation to Frederick is also under study in this Report. This line was described as potentially excess in the U.S. DOT Report (see Zones 93 and 88).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Spring Grove	1,669
Hanover	1,500
Sell	50
Littlestown	405
Taneytown	90
Keymar	33
Legore	1
Woodsboro	136
Walkersville	240
Frederick	1
Total carloads generated by the line	4,125
Average carloads per week	79.3
Average carloads per mile	99.9
Average carloads per train	15.9
1973 operating information:	
Number of round trips per year	260
Estimated time per round trip (hours)	10.0
Locomotive horsepower	3,500
Train crew size	4.0

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that Allis-Chalmers Corp. (steel, turbines) estimated 375 carloads in 1973 and that if it were forced to discontinue production of turbines, it would have to terminate 865 jobs. Jiffy Mfg. Co. estimated 93 carloads in 1973 and without rail service would be forced to close. P. H. Glatfelter estimated 6,962 carloads in 1973. United Cabinet began operation April 1, 1974, from an expanded facility, and estimated 311 carloads in 1973, projected 600 carloads in 1974.

Chemtron Corp. estimated 386 carloads in 1973. However, in testimony at Chicago by Tad M. Walters, Chemtron, indicated the Hanover plant had no outbound rail shipments because of unavailability of cars, long delays in transit, and damage to shipments. Common and contract carriers were used instead. Testifying at Baltimore, Frank Stevens, Clorex Co., served by the B&O at Frederick, which moves over the PC line, states this facility used 100 tank cars inbound annually and 25 box cars annually.

Information for Line Retention Decision

Revenue received by PC	$1,138,877
Average revenue per carload	$276
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line	565,323
Cost of upgrading branch line to FRA Class I (1/10 of total upgrading cost)	79,800
Cost incurred beyond the branch line	835,896
Total variable (avoidable) cost	1,481,019
Net contribution (loss): Total	(342,142)
Average per carload	(83)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph). Based on available information, this upgrading would include the replacement of a total of 14,376 crossties (an average of 348.1 crossties per mile).

Littlestown developers stated they are planning an industrial park in the next 2–3 years.

Although service to the entire line generates a loss, service to the line from milepost 23.9 to milepost 33.0 (serving shippers at Spring Grove and Hanover who generated 3,169 carloads in 1973) would generate $790,364 in revenue and $761,301 in costs with a resulting net contribution of $29,063 or $9 per carload.

Recommendation

It is recommended that the portion of the Frederick Secondary Track between milepost 23.9 and milepost 33.0 be included in the ConRail System.

Preliminary Recommendation

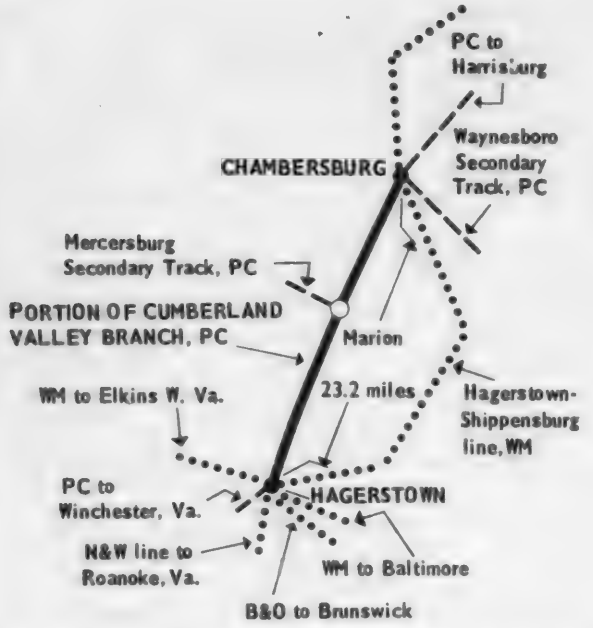
It is *not* recommended that the portion of the Frederick Secondary Track between milepost 33.0 and milepost 65.2 be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $371,205 or $388 per carload. Recovery of costs would require approximately a six-fold increase in traffic or a 105 percent rate increase over the 1973 levels.

PORTION OF THE CUMBERLAND VALLEY BRANCH

USRA Line No. 204a

Penn Central

This portion of the Cumberland Valley Branch, formerly part of the Pennsylvania RR, extends from *Chambersburg, Pa.* (Milepost 51.6) to *Hagerstown, Md.* (Milepost 74.8), a distance of *23.2 miles*, in Franklin County, Pennsylvania, and Washington County, Maryland. A continuation of this line extends northward from Chambersburg, and is also under study in this Report. At Hagerstown this line connects with the Western Maryland Baltimore-Elkins line, the Norfolk & Western line to Roanoke, Va., the Western Maryland



line to Shippensburg, and the Baltimore & Ohio to Brunswick. Other connections are the PC Winchester Secondary Track at Hagerstown, the PC Mercersburg Secondary Track at Marion, the Waynesboro Secondary Track and the Western Maryland Hagerstown-Shippensburg Branch at Chambersburg. The last three PC lines mentioned are also under study in this Report. This line was not described as potentially excess in the U.S. DOT Report (see Zones 80 and 88).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Greencastle	4,647
Maugansville	206
Hagerstown[1]	6,919
Marion	3,869
Chambersburg[1]	136
Total carloads generated by the line	15,777
Average carloads per week	303.4
Average carloads per mile	680.0
Average carloads per train	43.8
1973 operating information:	
Number of round trips per year	360
Estimated time per round trip (hours)	12
Locomotive horsepower	2,000
Train crew size	4

[1] Includes only traffic on segment.

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that specific information was given only for the extension of this line between Chambersburg and Harrisburg. The Borough of Chambersburg recommended that the Western Maryland Railroad serve the community over the PC right-of-way. This would enable the community to solve a serious grade-crossing problem since the PC right-of-way is elevated while the Western Maryland is at street level.

Information for Line Retention Decision

Revenue received by PC		$7,038,890
Average revenue per carload	$446	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	759,676	
Cost of upgrading branch line to FRA Class I (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	4,694,643	
Total variable (avoidable) cost		5,454,319
Net contribution (loss) total		1,584,571
Average per carload	100	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.).

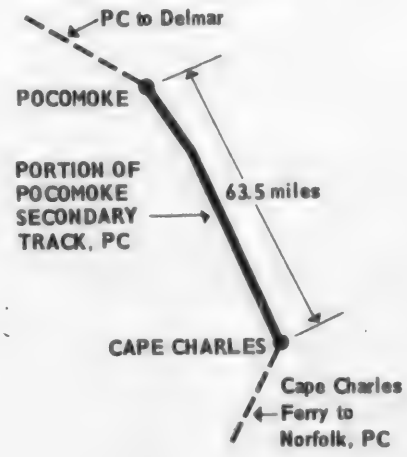
Recommendation

It is recommended that this portion of the Cumberland Valley Branch be included in the ConRail System. While ConRail will provide service to all the stations and industries on this line segment, there is a parallel line. Segments of the Cumberland Valley branch line not required to serve customers may be removed.

PORTION OF THE POCOMOKE SECONDARY TRACK

USRA Line No. 166

Penn Central



This portion of the Pocomoke Secondary Track, formerly part of the Pennsylvania RR, extends from *Pocomoke, Md.* (Milepost 31.5) to *Cape Charles, Va.* (Milepost 95.0), a distance of *63.5 miles*, in Worcester County, Maryland and Accomack and Northampton Counties, Virginia. At Pocomoke this line continues north to Delmar. At Cape Charles the line connects with the PC Cape Charles freight-car ferry to Norfolk, Va. The latter line is also under study in this Report. This line was described as potentially excess in the U.S. DOT Report (see Zones 86 and 182).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
New Church	179
Lecato	305
Makemie Park	55
Oak Hall	5
Hallwood	138
Mears	2
Cheriton	369
Bay View	42
Bloxom	163
Hopeton	32
Parksley	131
Green Bush	165
Tasley	207
Onley	386
Cape Charles	914
Melfa	160
Keller	84
Painter	80
Belle Haven	148
Exmore	279
Nassawadox	18
Chesapeake	4
Wierwood	24
Birdsnest	21
Machipongo	83
Kendall Grove	1,413
Eastville	80
Simpkins	7
Total carloads generated by the line	5,494
Average carloads per week	105.7
Average carloads per mile	86.5
Average carloads per train	27.5
1973 operating information:	
Number of round trips per year	200
Estimated time per round trip (hours)	11
Locomotive horsepower	2,000
Train crew size	4

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that Bayshore Concrete Products Corp. believes shift to motor carrier would result in a yearly cost increase of $60,000. Congressman Thomas N. Downing of the First District of Virginia noted that liquid fertilizer may not be brought by truck through the Chesapeake Bay Bridge Tunnel. Brown & Root, Inc., estimated 594 carloads in 1973 and estimated 652 carloads in 1974. This firm recently purchased land for a new factory on this line. The Association of Virginia Potato and Vegetable Growers estimated 4,900 carloads in 1973. Byrd Foods Inc. at Parksley estimated 50 originating carloads in 1973 but could generate 220 cars yearly if they had better service. Lance J. Eller, Inc., shifted from 100 percent reliance on rail service in 1972 to 63 percent in 1973. This company estimated 846 carloads in 1972 compared with 238 in 1973.

A. R. Lupcho, Jr., Campbell Soup, reported this line carries 300 carloads of frozen foods per year and projects 400 carloads. If Cape Charles Ferry route is abandoned, shipments would move 210 additional rail miles.

Robert Wilkins, Northern Propane Gas Co., Princess Anne, Md., stated 23 tank cars delivered 700,000 gallons of LP-gas to this plant and projects 63 tank cars in 1974.

C. Brooks Nagel, Nagel Farm Service, stated they received 82 carloads in 1973 from Portsmouth over the ferry and projects 300 carloads.

John William Eder, Jr., Zapata Haynie Corp., stated they shipped 333 rail cars in 1973 through PC yard at Cape Charles.

Information for Line Retention Decision

Revenue received by PC		$1,432,698
Average revenue per carload	$261	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	681,435	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	64,643	
Cost incurred beyond the branch line	992,173	
Total variable (avoidable) cost		1,738,251
Net contribution (loss): total		(305,553)
Average per carload	(56)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 6,500 crossties (an average of 102 crossties per mile).

This analysis *excludes* the revenues and costs associated with the traffic using the float operation. There are alternative through routes for routing the overhead traffic using the car float. A detailed analysis of the float operation is contained in Volume II, Chapter 18.

Preliminary Recommendation

It is *not* recommended that this portion of the Pocomoke Secondary Track be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $305,553 or $56 per carload. Recovery of costs would require approximately a 70 percent increase in traffic or a 20 percent rate increase over the 1973 levels. Costs may also be reduced by reducing frequency, although this alone will *not* make the line viable. During 1973, normal service to the Delmarva Peninsula was interrupted by damage to the C&D Canal bridge and by reduced float service due to the drydocking of the float. Other carriers have expressed interest in this line. (See discussion Appendix D and USRA line 165 above.)

WINCHESTER SECONDARY TRACK

USRA Line No. 205

Penn Central

This portion of the Winchester Secondary Track, formerly part of the Pennsylvania RR, extends from *Hagerstown, Md.* (Milepost 74.8), to *Winchester, Va.* (Milepost 115.8), a distance of *41.0 miles*, in Washington County, West Virginia and Frederick County, Virginia. At Hagerstown, this line connects with the PC Cumberland Valley Branch, also under study in this report. Also at Hagerstown, this line connects with the Western Maryland Baltimore-Elkins Line, the Norfolk & Western to Roanoke, the Baltimore & Ohio line to Brunswick, Md., and the Western Maryland line to Shippensburg, Pa. In addition, this line connects with: the PC Cumbo Secondary Track at Berkeley, W. Va.; and the Baltimore & Ohio Strasburg Branch and the Winchester & Western RR at Winchester. The Cumbo Secondary Track is also under study in this Report. This line was described as potentially excess in the U.S. DOT Report (see Zones 188, 189 and 196).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:

Williamsport	62
Falling Water[1]	955
Martinsburg	952
Tabers	21
Inwood	641
Clearbrook	2,450
Winchester	2,039
Hagerstown	71
Total carloads generated by the line	7,191
Average carloads per week	138.3
Average carloads per mile	175.3
Average carloads per train	24.0

1973 operating information:

Number of round trips per year	300
Estimated time per round trip (hours)	12
Locomotive horsepower	4,000
Train crew size	4

[1] Includes only traffic on segment.

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled, "The Public Response to the Secretary of Transportation's Rail Service Report," indicated that Western Electric Company's new distribution center at Tabers, W. Va., is expected to generate between 975 and 1,000 carloads yearly by 1975. Western Electric performed an informal survey of users on this line and indicated that if their 1,000 carloads are included, the line's total annual volume would be almost 9,600 carloads. Corning Glassworks estimated 249 carloads in 1973; Erath Veneer projected 100 carloads. Kayser-Roth projected 300 carloads; Allied/Egry Business Systems estimated 321 carloads in 1973; Greer Steel Co. (Germany Valley Limestone) estimated 450 originating carloads in 1973. They stated in the RSPO hearings that "over the past 6 years an additional 20% of rail tonnage was lost because cars were not available." Mr. Thomas McGrath, Certain-Teed Products, submitted testimony at Baltimore, Md., stating the company has $3,337,000 invested in the plant and has planned capital improvements of $385,000 for 1974. He estimated 246 carloads for 1975.

Information for Line Retention Decision

Revenue received by PC	$2,544,195
Average revenue per carload	$354

Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	691,429	
Cost of upgrading branch line to FRA Class I (1/10 of total upgrading cost)	34,439	
Cost incurred beyond the branch line	1,633,397	
Total variable (avoidable) cost		2,359,265
Net contribution (loss): total		184,930
Average per carload	26	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 3,000 crossties (an average of 72 crossties per mile).

Recommendation

It is recommended that this portion of the Winchester Secondary Track be included in the ConRail System.

MASSACHUSETTS

Intrastate

PC

USRA line number	Terminals
6	Millbury to Millbury Junction
8/8a/9	Palmer to South Barre
10/10a/11	North Adams Junction to North Adams
13	South Sudbury to Lowell
14	Framingham Centre to Clinton
14a	Clinton to Fitchburg
15	South Braintree to Plymouth
16	Plymouth Secondary Track at Plymouth
17	North Abington to West Hanover
19	Westdale to East Bridgewater
20	Middleboro to Buzzards Bay
21	Buzzards Bay to Hyannis
22	Yarmouth to South Dennis
23/24	Buzzards Bay to Falmouth
25	Stoughton to Easton
26	Dedham to Readville
29	Cedar to Wrentham
30	Cedar to East Walpole
31/32	Walpole to Milford
33	Forest Hills to Needham Junction
34	Needham Junction to Cook Street
35	Needham Junction to Medfield Junction
682	Canton Junction to Stoughton
683	Westfield to Holyoke
684	Westfield to Easthampton

Interstate

Massachusetts to Connecticut (these lines are discussed under Connecticut)

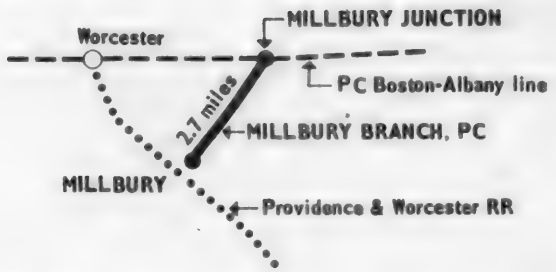
40	Webster, Mass. to Southbridge, Mass.
44	East Longmeadow, Mass. to Hazardville, Conn.
54	Westfield, Mass. to Simsbury, Conn.
59	South Lee, Mass. to Canaan, Conn.
678a	Auburn, Mass. to Putnam, Conn.

MILLBURY BRANCH

USRA Line No. 6

Penn Central

The Millbury Branch, formerly a branch of the New York Central RR, extends from *Millbury Junction* (Milepost 0.0) to *Millbury, Mass.* (Milepost 2.7), a distance of *2.7 miles*, in Worcester County, Mass. At Millbury Junction it connects with the Boston-Albany line



of the Penn Central; at Millbury with the Providence & Worcester RR. This line was not described as potentially excess in the U.S. DOT Report (see Zone 25).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Millbury	91
Total carloads generated by the line	91
Average carloads per week	1.8
Average carloads per mile	33.7
Average carloads per train	1.8
1973 operating information:	
Number of round trips per year	52
Estimated time per round trip (hours)	2
Locomotive horsepower	1,500
Train crew size	4

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report."

Information for Line Retention Decision

Revenue received by PC		$36,964
Average revenue per carload	$406	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	26,860	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	3,605	
Cost incurred beyond the branch line	20,840	
Total variable (avoidable) cost		51,305
Net contribution (loss): total		(14,341)
Average per carload	(158)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's

minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph). Based on available information, this upgrading would include the replacement of a total of 530 crossties (an average of 196.3 crossties per mile).

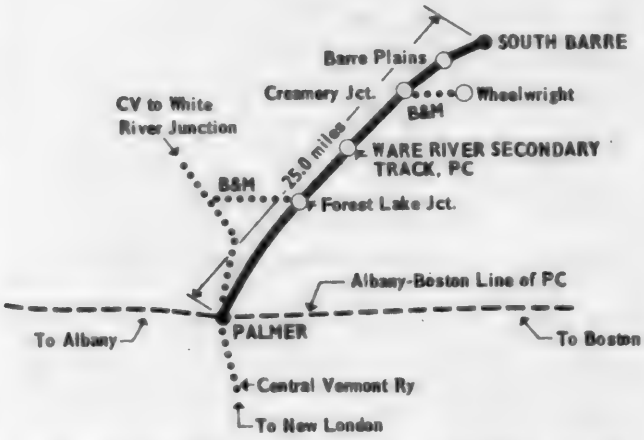
Preliminary Recommendation

It is *not* recommended that the Millbury Branch be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $14,341 or $158 per carload. Recovery of costs would require approximately an 88 percent increase in traffic or a 40 percent rate increase over the 1973 levels.

WARE RIVER SECONDARY TRACK,

USRA Line No. 8–8a–9

Penn Central



The Ware River Secondary Track, formerly a branch of the New York Central RR, extends from *Palmer* (Milepost 0.0) to *South Barre, Mass.* (Milepost 25.0), a distance of *25.0 miles*, in Hampden, Hampshire and Worcester counties, Mass. This line connects with the Albany-Boston line of the Penn Central and with the Central Vermont Railway at Palmer. The Wheelwright Branch of the Boston & Maine comes in from Northampton at Forest Lake Junction (Milepost 7.2) and uses these tracks as far as Creamery Junction (Milepost 18.4), where it diverges for Wheelwright. The portion between Creamery Junction and Wheelwright is being served temporarily by the PC as a washout between Northampton and Forest Lake Junction has made that portion inaccessible to the B&M. Except for the portion of the line between Barre Plains (Milepost 23.7) and South Barre, this line was not declared as potentially excess in the U.S. DOT Report (see Zones 21 and 24).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Palmer [1]	81
Thorndike	248
Ware	9
Gilbertville	29
Old Furnace	54
Barre Plains	344
S. Barre	15
Total carloads generated by the line	780
Average carloads per week	15.0
Average carloads per mile	31.2
Average carloads per train	3.0
1973 operating information:	
Number of round trips per year	260
Estimated time per round trip (hours)	10.0
Locomotive horsepower	2,000
Train crew size	4

[1] Includes only shippers on segment.

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that traffic loadings for a part of the line should be corrected to show 1972 volumes of 30 carloads per year for Barre Plains and 486 cars for South Barre. USRA staff has found that Barre Wool Company at South Barre and Roman Tissue Mills in Wheelwright (on the B&M Line) are both closing their facilities.

Information for Line Retention Decision

Revenue received by PC		$296,673
Average revenue per carload	$380	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	307,810	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	55,939	
Cost incurred beyond the branch line	209,011	
Total variable (avoidable) cost		572,760
Net contribution (loss): total		(276,087)
Average per carlond	(354)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 12,500 crossties (an average of 500 crossties per mile). The State of Massachusetts has asked USRA to consider shippers in Ware and Wheelwright, formerly served by the B&M, to have service provided by Penn Central and/or ConRail. This service program was required as the result of a washout

of a bridge on the B&M line west of Forest Lake Junction.

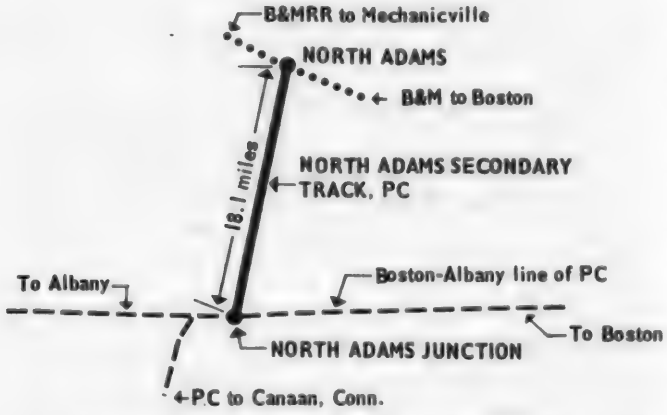
Preliminary Recommendation

It is *not* recommended that the Ware River Secondary Track be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $276,087 or $354 per carload. Recovery of costs would require approximately a three-fold increase in traffic or a 90 percent rate increase over the 1973 levels. Costs may also be reduced by reducing frequency, although this alone will NOT make the line viable.

NORTH ADAMS SECONDARY TRACK

USRA Line No. 10–10a–11

Penn Central



The North Adams Secondary Track, formerly part of the New York Central RR, extends from *North Adams Junction* (Milepost 0.0) to *North Adams, Mass.* (Milepost 18.1), a distance of *18.1 miles* in Berkshire County, Mass. This line connects with the Albany-Boston line of the Penn Central at North Adams Junction, and with the Boston & Maine RR at North Adams. The portion from Adams to North Adams was not identified for study; however, on October 26, 1973, the PC filed for abandonment of the northern portion of the line, *3.2 miles* from Zylonite to North Adams, severing the B&M connection. The portion of this line from North Adams Junction to Adams (Milepost 13.1) was declared potentially excess in the U.S. DOT Report (see Zones 22 and 23).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Farnams	2
Cheshire	1
Adams	855
Renfrew	1,670
Zylonite	373
Stations (with their 1973 carloads) served by this line—Continued	
North Adams	160
Coltsville	5
Total carloads generated by the line	3,066
Average carloads per week	59.0
Average carloads per mile	169.4
Average carloads per train	11.8
1973 operating information:	
Number of pound trips per year	260
Estimated time per round trip (hours)	10.0
Locomotive horsepower	1,500
Train crew size	5

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that ten shippers located at Adams would be isolated if the segment between N. Adams Jct. and Adams as well as the segment between Adams and N. Adams were abandoned. These ten shippers generated 2,546 carloads in 1973, and according to their statements, expect to generate in excess of 3,575 carloads per year in the future. The largest shipper is Charles Pfizer, Inc., a heavy outbound shipper of limestone. The Pfizer Company expressed a doubt that the B&M Hoosac Tunnel route could handle their limestone shipments. The community expressed a fear that any abandonment of rail service to Adams would make it difficult to pay off the community's new water pollution control system bonds. Bond payments are dependent upon plant user fees. It was also reported that Warren Smith of New York is attempting to establish a short line railroad company which would operate on the Penn Central Berkshire Line, south to the former New Haven Shoreline route.

Information for Line Retention Decision

Revenue received by PC		$1,075,119
Average revenue per carload	$351	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	344,098	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	21,228	
Cost incurred beyond the branch line	650,276	
Total variable (avoidable) cost		1,015,602
Net contribution (loss): total		59,517
Average per carload	19	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 2,000 crossties (an average of 110 crossties per mile).

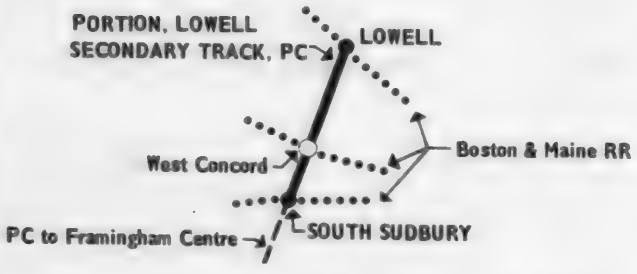
Recommendation

It is recommended that the North Adams Secondary Track be included in the ConRail System.

PORTION OF LOWELL SECONDARY TRACK

USRA Line No. 13

Penn Central



This portion of the Lowell Secondary track, formerly a part of the New Haven RR, extends from *South Sudbury* (Milepost 0.0) to *Lowell, Mass.* (Milepost 26.5), a distance of *26.5 miles*, in Middlesex County, Mass. This line connects with its own southerly continuation at South Sudbury, with the Central Massachusetts branch of the Boston & Maine RR, also at South Sudbury, with the Boston-Mechanicville main line of the Boston & Maine at West Concord (Milepost 11.5), and with the Boston-White River Junction main line of the Boston & Maine at Lowell. This line was declared potentially excess in the U.S. Department of Transportation Report (see Zones 13, 14 and 19).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
S. Sudbury	80
Sudbury	9
W. Concord	3
Acton	120
S. Chelmsford	3
Chelmsford	104
Lowell	649
Total carloads generated by the line	918
Average carloads per week	17.7
Average carloads per mile	34.6
Average carload per train	3.5
1973 operating information:	
Number of round trips per year	260
Estimated time per round trip (hours)	6
Locomotive horsepower	1,500
Train crew size	4

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that three firms located in Acton (2.3 miles north of W. Concord) are active users of this line. Deck House, Inc., expects to double its 1973 traffic, and Dewey and Almy expect a 10-percent increase in carloads. Acorn Structures, a new firm, projects its traffic requirements to reach 150 carloads annually. USRA can find no record of these shippers on the PC at Acton; they appear to be served by the B&M at South Acton.

Information for Line Retention Decision

Revenue received by PC		$375,716
Average revenue per carload	$409	
Variable (avoidable) cost of continued services:		
Cost incurred on the branch line		271,351
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	51,444	
Cost incurred beyond the branch line	264,045	
Total variable (avoidable) cost		586,840
Net contribution (loss): Total		(211,124)
Average per carload	(230)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track which has a maximum safe operating speed of 10 mph). Based on available information, this upgrading would include the replacement of a total of 10,732 crossties (an average of 405 crossties per mile).

Preliminary Recommendation

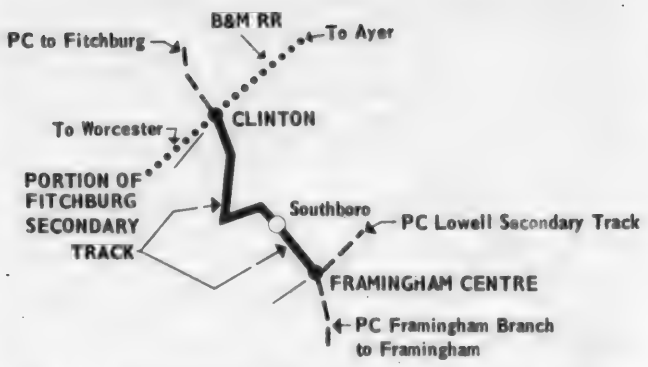
It is *not* recommended that this portion of the Lowell Secondary Track be included in the ConRail System. Continued operation of this lane would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $211,124 or $230 per carload. Recovery of costs would require approximately a twofold increase in traffic or a 60 percent rate increase over the 1973 levels. Costs may also be reduced by reducing frequency, although this alone will not make the line viable.

PORTION OF FITCHBURG SECONDARY TRACK

USRA Line No. 14

Penn Central

This portion of the Fitchburg Secondary Track, formerly a part of the New Haven RR, extends from *Framingham Centre* (Milepost 0.0) to *Clinton, Mass.* (Milepost 22.0), a distance of *22.0 miles*, in Middlesex and Worcester Counties, Mass. This line connects with the PC Framingham branch and Lowell Secondary Track,



both at Framingham Centre, with its own northerly continuation at Clinton, also under study in this Report, and with the Worcester-Ayer line of the Boston & Maine RR at Clinton. The portion of this line from Southboro (Milepost 4.5) to Clinton was declared potentially excess in the U.S. DOT Report; the portion from Framingham Centre to Southboro was not (see Zones 14, 19 and 25).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Framingham Centre[1]	877
Southboro	1,050
Marlboro	1
Northboro	1,684
Berlin	7
Clinton	666
Total carloads generated by the line	4,285
Average carloads per week	82.4
Average carloads per mile	194.8
Average carloads per train	16.5
1973 Operating information:	
Number of round trips per year	260
Estimated time per round trip (hours)	12.0
Locomotive horsepower	1,500
Train crew size	4

[1] Includes only traffic on segment.

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report," indicated that local industries along this line would suffer increases in costs or be forced out of business, if rail service were withdrawn. The New England Wholesale Grocers Co. reported that the loss of Penn Central service to Northboro would increase the cost of goods from 10 cents to 16 cents per case. Colonial Press and The William Reisner Co. indicated that the loss of rail service at Clinton would force their closure and result in the loss of 1,600 jobs. However, the Colonial Press receives its traffic from the Boston & Maine.

Information for Line Retention Decision

Revenue received by PC		$1,803,805
Average revenue per carload	$421	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	408,441	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	32,241	
Cost incurred beyond the branch line	1,258,263	
Total variable (avoidable) cost		1,693,945
Net contribution (loss) total		109,860
Average per carload	26	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph) based on available information, this upgrading would include the replacement of a total of 5,940 crossties (an average of 270 crossties per mile).

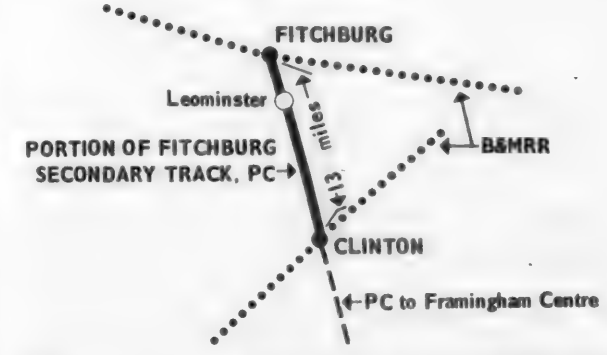
Recommendation

It is recommended that this portion of the Fitchburg Secondary Track be included in the ConRail System.

PORTION OF FITCHBURG SECONDARY TRACK

USRA Line No. 14a

Penn Central



This portion of the Fitchburg Secondary Track, formerly a part of the New Haven RR, extends from *Clinton* (Milepost 22.0) to *Fitchburg, Mass.* (Milepost 35.0), a distance of *13.0 miles*, in Worcester County, Mass. This line connects with its own southeasterly continuation at Clinton, also under study in this Report, with the Worcester-Ayer line of the Boston & Maine RR, also at Clinton, and with the Boston-Mechanicville line of the Boston & Maine at Fitchburg. The portion of this line from Clinton to Leominster (Milepost 30.7)

was declared potentially excess in the U.S. DOT Report; the portion from Leominster to Fitchburg was not (see Zones 19, 20 and 25).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line.	
Pratt's Jct.	69
Leominster	2,398
Fitchburg	516
Total carloads generated by the line	2,983
Average carloads per week	57.4
Average carloads per mile	229.5
Average carloads per train	11.5
1973 operating information:	
Number of round trips per year	260
Estimated time per round trip (hours)	12.0
Locomotive horsepower	1,500
Train crew size	4

Information Provided by RSPO, Shippers, Government Agencies

Information provided by the Leominster and Fitchburg Chambers of Commerce at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that the railroad line between Leominster and Northboro generated 4,097 carloads in 1973, or 153 carloads per mile.

Information for Line Retention Decision

Revenue received by PC		$2,245,676
Average revenue per carload	$753	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	354,116	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	15,393	
Cost incurred beyond the branch line	1,787,992	
Total variable (avoidable cost)		2,157,546
Net contribution (loss): Total		88,130
Average per carload	30	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track which has a maximum safe operating speed of 10 mph). Based on available information, this upgrading would include the replacement of a total of 3,510 crossties (an average of 270 crossties per mile).

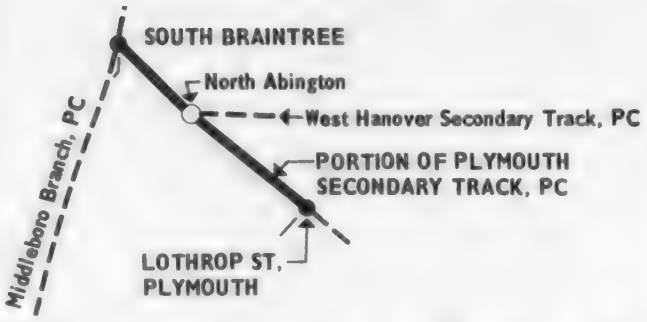
Recommendation

It is recommended that this portion of the Fitchburg Secondary Track be included in the ConRail System.

PORTION OF THE PLYMOUTH SECONDARY TRACK

USRA Line No. 15

Penn Central



This portion of the Plymouth Secondary Track, formerly part of the New Haven RR, extends from *South Braintree* (Milepost 1.7) to *Plymouth, Mass.* (Milepost 27.1), a distance of *25.4 miles*, in Norfolk and Plymouth Counties, Mass. This line connects with the Middleboro Branch of the Penn Central at South Braintree, with the West Hanover Secondary track of the PC at North Abington and with its own southerly continuation at Lothrop Street, Plymouth. The two latter lines are also under study in this Report. Although PC operates the freight service on this line, it is owned by the Massachusetts Bay Transportation Authority. MBTA bought the line from the PC in January 1973 for possible future passenger transportation use. This line was described as potentially excess in the U.S. DOT Report (see Zones 14, 15 and 16).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
S. Weymouth	78
N. Abington	84
Abington	182
Whitman	147
S. Hanson	87
Burrage	1
Kingston	84
Cordage	0
N. Plymouth	405
Total carloads generated by the line	1,018
Average carloads per week	19.6
Average carloads per mile	40.1
Average carloads per train	3.9
1973 operating information:	
Number of round trips per year	260
Estimated time per round trip (hours)	9
Locomotive horsepower	1,750
Train crew size	4

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their

reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report," indicated that John J. Gallagher, Inc., S. Weymouth, Mass. shipped an estimated 75–100 carloads in 1973 and is projecting 295 carloads. Because of the increase (70%) in population in this area since 1960, evidence was introduced to show that tourists and Boston Commuters would benefit from improved commuter-passenger service if it were extended to Plymouth.

Information for Line Retention Decision

Revenue received by PC		$350, 969
Average revenue per carload	$345	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	[1] 213, 725	
Cost of upgrading branch line to FRA Class 1: (1/10 of total upgrading cost)	37, 348	
Cost incurred beyond the branch line	267, 347	
Total variable (avoidable) cost		518, 420
Net contribution (loss): Total		(167, 451)
Average per carload	(164)	

1 Excludes ownership costs due to MBTA ownership.

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph). Based on available information, this upgrading would include the replacement of a total of 8,856 crossties (an average of 348 crossties per mile).

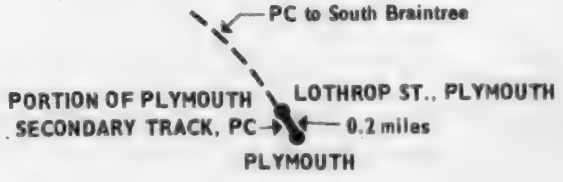
Preliminary Recommendation

It is *not* recommended that freight service be provided over this portion of the Plymouth Secondary Track by the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $167,451 or $164 per carload. Recovery of costs would require approximately a two-fold increase in traffic or a 45 per cent rate increase over the 1973 levels. Costs may also be reduced by reducing frequency, although this alone will *not* make the line viable.

PORTION OF THE PLYMOUTH SECONDARY TRACK

USRA Line No. 16

Penn Central



This portion of the Plymouth Secondary Track, formerly part of the New Haven RR, extends from *Lothrop Street, Plymouth* (Milepost 27.1), to *Plymouth, Mass.* (Milepost 27.3), a distance of *0.2 miles*, in Plymouth County, Massachusetts. It connects with the northerly continuation of this line at Lothrop Street, Plymouth, which sector is also under study in this report. This line was described as potentially excess in the U.S. DOT Report. (See Zone 16.) The PC had previously filed with the ICC for abandonment of this sector in October, 1972 (Docket No. AB–5, 136).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:		
Plymouth		100
Total carloads generated by the line		100
Average carloads per week	1. 9	
Average carloads per mile	500. 0	
Average carloads per train	1. 9	
1973 Operating Information:		
No. of Round Trips Per Year		52
Estimated Time Per Round Trip (hours)		0. 5
Locomotive horsepower		1, 750
Train crew size		4

Information Provided by RSPO, Shippers, Government Agencies

No information was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report".

Information for Line Retention Decision

Revenue received by PC		$43, 124
Average revenue per carload	$431	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	10, 108	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	370	
Cost incurred beyond the branch line	37, 796	
Total variable (avoidable) cost		48, 274
Net contribution (loss) total		(5,150)
Average per carload	(52)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 108 crossties (an average of 540 crossties per mile). This line was sold to the 350th Anniversary of Plymouth, Inc. on June 17, 1971. PC retained easement to occupy the premises and serve the team-track facility pending ICC approval to abandon.

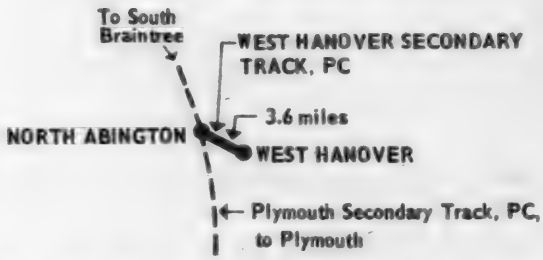
Preliminary Recommendation

It is *not* recommended that this portion of the Plymouth Secondary Track be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $5,150 or $52 per carload. Recovery of costs would require approximately a 100 percent increase in traffic or a 12 percent rate increase over the 1973 levels.

WEST HANOVER SECONDARY TRACK

USRA Line No. 17

Penn Central



The West Hanover Secondary Track, formerly a part of the New Haven RR, extends from a junction with the PC Plymouth Secondary Track at *North Abington* (Milepost 0.0) to *West Hanover, Mass.* (Milepost 3.6), a distance of *3.6 miles*, in Plymouth County, Mass. (The Plymouth Secondary Track is also under study in this Report. This line was declared potentially excess in the U.S. DOT Report (see Zone 14).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Rockland	37
West Hanover	562
Total carloads generated by the line	599
Average carloads per week	11.5
Average carloads per mile	166.4
Average carloads per train	3.8
1973 Operating information:	
Number of round trips per year	156
Estimated time per round trip (hours)	2.0
Locomotive horsepower	1,750
Train crew size	4

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report," indicated that seven firms rely on freight service along this line. Two firms expect to increase their 1973 traffic levels. United Cabinet Corp. forecasts a doubling of traffic to 295 annual carloads while Angelo's Supermarket expects produce carloads to reach 450 per year versus 300 in 1973. United Cabinet Corp., with 25 employees, expects to close its plant if rail service is terminated. USRA has found that both United Cabinet and Angelo's have recently expanded their facilities.

Information for Line Retention Decision

Revenue received by PC		$164,558
Average revenue per carload	$275	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	55,609	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	10,960	
Cost incurred beyond the branch line	149,528	
Total variable (avoidable) cost		216,097
Net contribution (loss) Total		(51,539)
Average per carload	(86)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 1,944 crossties (an average of 540 crossties per mile). Available information indicates that the traffic level on this line may increase 300 carloads over the 1973 level. However, recovery of costs would require a three-fold increase in traffic.

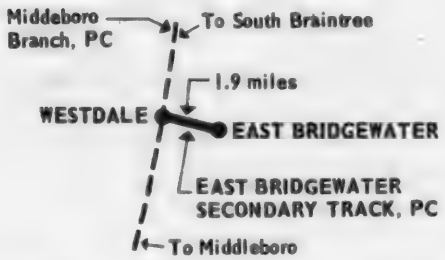
Preliminary Recommendation

Although the preliminary recommendation is that the West Hanover Secondary Track not be included in the ConRail System, the possibility of immediately increasing revenue must be explored before a final recommendation can be made. Without immediately increasing revenue, continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $51,539 or $86 per carload. Recovery of costs would require approximately a three-fold increase in traffic or a 30 percent rate increase over the 1973 levels. Costs may also be reduced by reducing frequency, although this alone will *not* make the line viable.

EAST BRIDGEWATER SECONDARY TRACK

USRA Line No. 19

Penn Central



The East Bridgewater Secondary track, formerly a part of the New Haven RR, extends from *Westdale* (Milepost 0.0) to *East Bridgewater, Mass.* (Milepost 1.9) a distance of *1.9 miles*, in Plymouth County, Mass. At Westdale this line connects with the Middleboro Branch of the Penn Central. This line was not declared potentially excess in the U.S. DOT Report (see Zone 15). The Penn Central has filed an application to the ICC to abandon it in July 1972, Docket No. AB-5, Sub. 66. The application has not been acted on.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
E. Bridgewater[1]	112
Total carloads generated by the line	112
Average carloads per week	2.2
Average carloads per mile	59.0
Average carloads per train	2.2
1973 operating information:	
Number of round trips per year	52
Estimated time per round trip (hours)	1
Locomotive horsepower	1750
Train crew size	4

[1] Includes only traffic on segment.

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report."

Information for Line Retention Decision

Revenue received by PC		$38,386
Average revenue per carload	$343	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	18,849	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	2,505	
Cost incurred beyond the branch line	22,455	
Total variable (avoidable) cost		43,809
Net contribution (loss): Total		(5,423)
Average per carload		(48)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph). Based on available information, this upgrading would include the replacement of a total of 50 crossties (an average of 42 crossties per mile).

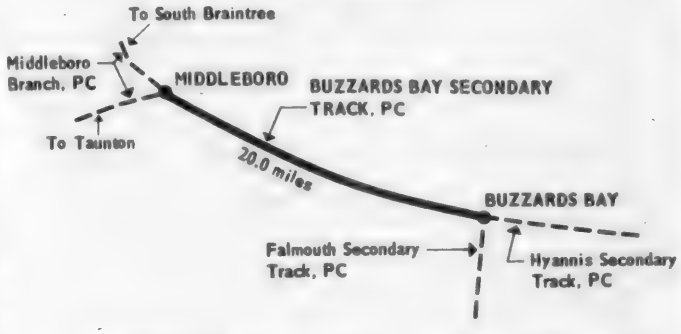
Preliminary Recommendation

It is *not* recommended that the East Bridgewater Secondary Track be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $5,423 or $48 per carload. Recovery of costs would require approximately a 130 percent increase in traffic or a 14 percent rate increase over the 1973 levels.

BUZZARDS BAY SECONDARY TRACK

USRA Line No. 20

Penn Central



The Buzzards Bay Secondary Track, formerly part of the New Haven RR, extends from *Middleboro* (Milepost 0.0) to *Buzzards Bay, Mass.* (Milepost 20.0), a distance of *20.0 miles*, in Plymouth and Barnstable Counties, Mass. This line connects with the Middleboro Branch of the PC at Middleboro. At Buzzards Bay it connects with the Falmouth and Hyannis Secondary Tracks of the PC, both also under study in this Report. This line was described as potentially excess in the U.S. DOT Report (see Zone 16).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Tremont	121
Wareham	35
Onset	150
Buzzards Bay	11
Middleboro[1]	75
Total carloads generated by the line	392
Average carloads per week	7.4

See footnote at end of table.

Average carloads per mile	19.6
Average carloads per train	3.8
1973 operating information:	
Number of round trips per year	104
Estimated time per round trip (hours)	6.0
Locomotive horsepower	1,500
Train crew size	4

[1] Includes only traffic on segment.

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicates that industries on Cape Cod are dependent on continued rail service, for which this line is the gateway to the peninsula. Much interest was expressed in restoration of passenger train service to Cape Cod. Ye Olde Passenger Service is one party interested in acquiring trackage rights. Negotiations have also been held with Amtrak concerning experimental Boston-to-Cape Cod service. Planners project a doubling of local population every 5 years until at least 1990. The town of Middleboro is spending $5 million on a new sewage treatment plant in order to accommodate Ocean Spray Cranberries' plant. A study by Carl Englund indicated that the cost of upgrading the track between Alden and Buzzards Bay would be $200,000 for freight service or $436,000 for passenger service.

Information for Line Retention Decision

Revenue received by PC		$179,264
Average revenue per carload	$457	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	167,929	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	13,583	
Cost incurred beyond the branch line	86,302	
Total variable (avoidable) cost		267,814
Net contribution (loss): total		(88,550)
Average per carload	(226)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 800 crossties (an average of 40 crossties per mile).

Although service to this line generates a loss, service to USRA segment 21 (which is served via this line) generates a net contribution of $86,755.

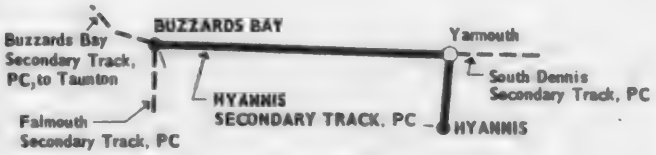
Preliminary Recommendations

It is recommended that the Buzzards Bay secondary track be included in the ConRail System. Although service to this line generates a loss, service to USRA segment 21 (which is served by this line) generates a net contribution of $86,755.

HYANNIS SECONDARY TRACK

USRA Line No. 21

Penn Central



The Hyannis Secondary Track, formerly a part of the New Haven RR, extends from *Buzzards Bay* (Milepost 0.0) to *Hyannis, Mass.* (Milepost 24.3), a distance of *24.3 miles*, in Barnstable County, Massachusetts. At Buzzards Bay, it connects with the Buzzards Bay and Falmouth Secondary tracks of the PC, and Yarmouth (Milepost 21.2) with the South Dennis Secondary Track. All three of these connecting lines are among those studied in this Report. This line was declared potentially excess in the US DOT Report (see Zone 16).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Sagamore	208
Sandwich	295
E. Sandwich	0
W. Barnstable	163
Barnstable	1
Yarmouth	324
Hyannis	522
Total carloads generated by the line	1,508
Average carloads per week	29.0
Average carloads per mile	62.1
Average carloads per train	5.8
1973 operating information:	
Number of round trips per year	260
Estimated time per round trip (hours)	4
Locomotive horsepower	1,500
Train crew size	5

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that a shift to highway mode by the Cape Cod sand and gravel shippers would be affected by present restrictions on highway movements of heavy and oversize materials.

A group on the Cape is currently developing a program which they hope will result in the movement of over 6,000 carloads a year of solid waste westbound from the Cape region. Several groups hope to use this line for restoration of Boston-Cape Cod passenger service (see comments on USRA segment 20). The Bay Colony Transportation Corp. recommended the abandonment of this line along with a State of Massachusetts acquisition of the right-of-way. Bay Colony then would offer to operate the line for the State as a Class II short line railroad. A study by Carl Englund reported that it would cost $242,000 to upgrade this segment of track for safe operation of freight service, and $745,000 to rehabilitate the line for passenger service. The largest shippers at Hyannis are Cape Cod Ready Mix Concrete Company (250 to 275 carloads in 1973), and John Hinckhey & Sons Lumber Co. (103 carloads in 1974). Packaging Industries Company shipped 23 carloads in 1973, but claims that they may ship between 270 and 312 carloads in future years.

Information for Line Retention Decision

Revenue received by PC		$697,690
Average revenue per carload	$463	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	267,578	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	405,435	
Total variable (avoidable) cost		673,013
Net contribution (loss): total		24,677
Average per carload	16	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph).

Although service to this line generates a net contribution, service between milepost 7.5 and 24.3 generates a loss of $65,596 or $62 per car.

Recommendation

It is recommended that the portion of the Hyannis Secondary Track *between milepost 0.0 and milepost 7.5* be included in the ConRail System.

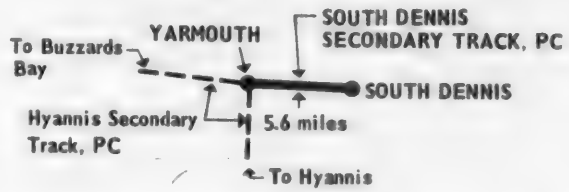
Preliminary Recommendation

It is *not* recommended that the portion of the Hyannis Secondary Track *from milepost 7.5 to milepost 24.3* be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $65,596 or $62 per carload. Recovery of costs would require approximately a 50 percent increase in traffic or a 17 percent rate increase over the 1973 levels. Costs may also be reduced by reducing frequency, although this alone will NOT make the line viable.

SOUTH DENNIS SECONDARY TRACK

USRA Line No. 22

Penn Central



The South Dennis Secondary Track, formerly a part of the New Haven RR, extends from *Yarmouth* (Milepost 0.0) to *South Dennis, Mass.* (Milepost 5.6) a distance of *5.6 miles*, in Barnstable County, Mass. At Yarmouth, it connects with the Hyannis Secondary Track of the PC, which is also under study in this Report. This line was declared potentially excess in the U.S. DOT Report (see Zone 16).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Bass River	21
S. Dennis	416
Total carloads generated by the line	437
Average carloads per week	8.4
Average carloads per mile	78.0
Average carloads per train	1.7
1973 operating information:	
Number of round trips per year	260
Estimated time per round trip (hours)	2.6
Locomotive horsepower	1,500
Train crew size	5

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that this line is an integral part of the Buzzards Bay-Yarmouth-Hyannis line (see additional comments under Lines Nos. 20, 21 and 23–24).

Information for Line Retention Decision

Revenue received by PC	$187,497
Average revenue per carload	$429

Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	78,137	
Cost of upgrading branch line to FRA Class I (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	188,263	
Total variable (avoidable) cost		266,400
Net contribution (loss): Total		(78,903)
Average per carload		(181)

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track which has a maximum safe operating speed of 10 m.p.h.).

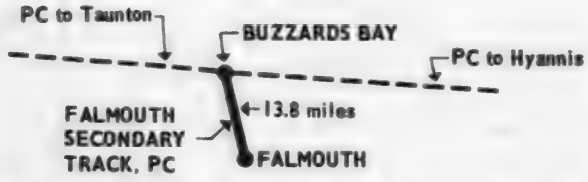
Preliminary Recommendation

It is *not* recommended that the South Dennis Track be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $78,903 or $181 per carload. Recovery of costs would require an increase in traffic and a rate increase over the 1973 levels. Costs may also be reduced by reducing frequency, although this alone will *NOT* make the line viable.

FALMOUTH SECONDARY TRACK

USRA Line No. 23–24

Penn Central



The Falmouth Secondary Track, formerly a part of the New Haven RR, extends from *Buzzards Bay* (Milepost 0.0) to *Falmouth, Mass.* (Milepost 13.8), a distance of *13.8 miles*, in Barnstable County, Mass. This line connects at Buzzards Bay with the Buzzards Bay and Hyannis Secondary Tracks of the PC, to Taunton and Hyannis, respectively, which are also being studied in this Report. The PC had filed with the ICC for abandonment of the portion of the line between North Falmouth (Milepost 6.7) and Falmouth, a distance of 7.1 miles, in November 1973, ICC Docket AB–5–134. In August 1974, the PC also petitioned USRA for abandonment of this portion. This line was declared potentially excess in the U.S. DOT Report (see Zone 16).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Cataumet	0
N. Falmouth	125
Falmouth	97
Total carloads generated by the line	222
Average carloads per week	4.3
Average carloads per mile	16.1
Average carloads per train	1.2
1973 operating information:	
No. of round trips per year	190
Estimated time per round trip (hours)	5.0
Locomotive horsepower	1,500
Train crew size	5

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that Otis Air Force Base receives over 112 cars of coal from this line and that coal receipts may grow to 200 carloads. Otis is contemplating a switch to rail receipts of jet fuel which would result in an additional 20,000 tons of freight. Carl Englund estimates $114,000 in rehabilitation costs for freight service between Buzzards Bay and Falmouth, and $68,000 for passenger related track work. The Penn Central has asked USRA for permission to abandon 7.1 miles of track between Falmouth and N. Falmouth under provisions of Section 304(f) of the Regional Rail Reorganization Act of 1973. The 304(f) abandonment petition was opposed by Governor Francis Sargent on October 22, 1974. The Governor stated that this section of track is vital to present users, that shipping will increase in 1974, and that the subject line will be a part of any restoration of Cape area rail passenger service. USRA has had discussions with the MBTA, and the Department of Defense about the options available under the Reorganization Act for preservation of both potential passenger routes and the needs of national defense facilities.

Information for Line Retention Decision

Revenue received by PC		$85,276
Average revenue per carload	$384	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	148,019	
Cost of upgrading branch line to FRA class I (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	66,432	
Total variable (avoidable) cost		214,451
Net contribution (loss): Total		(129,175)
Average per carload	(582)	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (class I track which has a maximum safe operating speed of 10 mph).

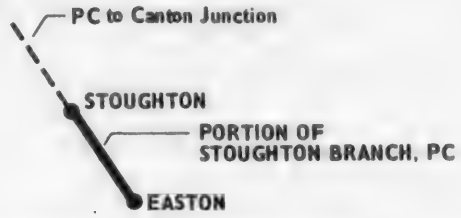
Preliminary Recommendation

It is *not* recommended that the Falmouth Secondary Track be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $129,175 or $582 per carload. Recovery of costs would require approximately a seven-fold increase in traffic or a 150 percent rate increase over the 1973 levels. Costs may also be reduced by reducing frequency, although this alone will NOT make the line viable.

PORTION OF STOUGHTON BRANCH

USRA Line No. 25

Penn Central



This portion of the Stoughton Branch, formerly part of the New Haven RR, extends from *Stoughton* (Milepost 4.4) to the *End of track near Easton, Mass.*, (Milepost 10.0), a distance of 5.6 miles, in Norfolk and Bristol Counties, Mass. At Stoughton, this line connects with its own northerly continuation to Canton Junction, which segment is also under study in this report. The PC had applied to the ICC to abandon the line, in October 1972, (Docket No. AB–5, Sub. 137). Before action was taken by the ICC, the PC sold the line in January 1973 to the Massachusetts Bay Transportation Authority. The PC continues to provide freight service over the line. The PC has also applied to the U.S. Railway Association for permission to discontinue freight operations over the line, (Docket No. 75–28). This Line was described as potentially excess in the U.S. DOT Report (see Zone 15).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Easton	82
North Easton	0
Total carloads generated by the line	82
Average carloads per week	1.6
Average carloads per mile	14.6
Average carloads per train	1.6
1973 operating information:	
Number of round trips per year	52
Estimated time per round trip (hours)	3.0
Locomotive horsepower	1,750
Train crew size	4

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicates the Transportation Committee of the town of Easton has initiated an effort to restore passenger service on this line. The Massachusetts Bay Transportation Authority owns but PC maintains the track between Stoughton and Easton for freight service.

Information for Line Retention Decision

Revenue received by PC		$81,408
Average revenue per carload	$383	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line[1]	35,248	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	23,502	
Total variable (avoidable) cost		58,750
Net contribution (loss) Total		(27,342)
Average per carload	(333)	

[1] This line is owned by MBTA; therefore, the costs reported are exclusive of ownership costs.

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track which has a maximum safe operating speed of 10 m.p.h.).

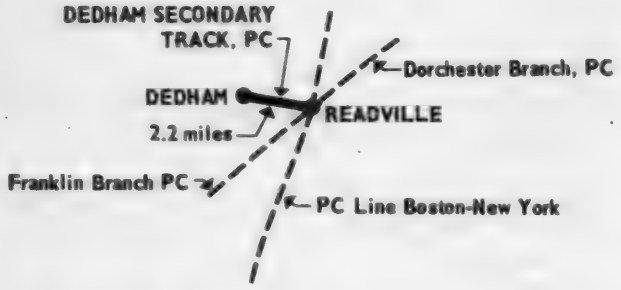
Preliminary Recommendation

It is *not* recommended that this portion of the Stoughton Branch be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $27,342 or $333 per carload. Recovery of costs would require approximately a four-fold increase in traffic or a 90 percent rate increase over the 1973 levels.

DEDHAM SECONDARY TRACK

USRA Line No. 26

Penn Central



The Dedham Secondary Track, formerly part of the New Haven RR, extends from *Readville* (Milepost 0.0) to *Dedham, Mass.* (Milepost 2.2), a distance of *2.2 miles*, in Suffolk and Norfolk Counties, Mass. It connects with the Shore Line, Franklin and Dorchester Branches of the Penn Central at Readville. Although PC is the operator of the freight service on the Dedham Secondary Track, the line is owned by the Massachusetts Bay Transportation Authority. The MBTA purchased the line from the PC for possible future passenger transportation use. This line was described as potentially excess in the U.S. DOT Report (see Zone 14).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:		
Dedham		27
East Dedham		99
Total carloads generated by the line		126
Average carloads per week	2.4	
Average carloads per mile	57.3	
Average carloads per train	2.4	
1973 Operating information:		
Number of round trips per year		52
Estimated time per round trip (hours)		2
Locomotive horsepower		1,750
Train crew size		4

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that the Massachusetts Dept. of Commerce and Development foresaw no serious impact if this line were abandoned. Only one job would be jeopardized.

Information for Line Retention Decision

Revenue received by PC		$55,000
Average revenue per carload	$437	
Variable (avoidable) Cost of Continued Service:		
Cost incurred on the branch line	21,491 [1]	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	34,857	
Total variable (avoidable) cost		56,348
Net contribution (loss): total		(1,249)
Average per carload	(10)	

[1] Excludes ownership and maintenance costs due to MBTA ownership.

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.).

Although this line generates a loss, a 6 per cent growth in traffic or a 2 percent rate increase over 1973 levels will enable financial self-sufficiency.

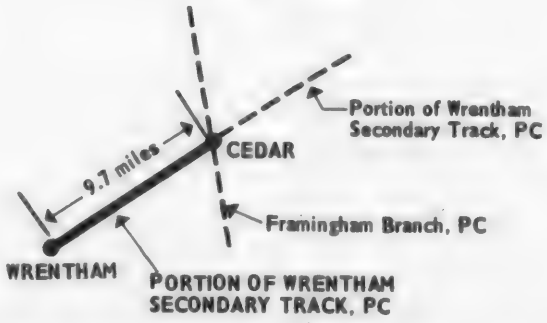
Recommendation

It is recommended that freight service be provided to the Dedham Secondary Track by the ConRail System.

PORTION OF WRENTHAM SECONDARY TRACK

USRA Line No. 29

Penn Central



This portion of the Wrentham Secondary Track, formerly a part of the New Haven RR, extends from *Cedar* (Milepost 6.0) to *Wrentham, Mass.* (Milepost 15.7), a distance of *9.7 miles*, in Norfolk County, Mass. This line connects at Cedar with its own continuation to Norwood Central (the portion of which from Cedar to East Walpole is also under study in this Report) and with the Framingham Branch of the PC. This line was declared potentially excess in the U.S. DOT Report (see Zones 14 and 17).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Wrentham	143
Total carloads generated by the line	143

Average carloads per week	2.8
Average carloads per mile	14.7
Average carloads per train	2.9
1973 operating information:	
Number of round trips per year	50
Estimated time per round trip (hours)	4.0
Locomotive horsepower	1,750
Train crew size	4

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report," indicated that traffic between Wrentham and Norwood amounted to 260 carloads in 1973. The Massachussetts Department of Commerce and Development considers active continuation of this total segment crucial to the continuation of 146 jobs. USRA staff identified 2 shippers at Wrentham, both reportedly not using rail. Of the four shippers at Plainville, a majority own their own trucks and use rail for a minority of their receipts and shipments. The 3.7 miles of track eastward between Cedar and East Walpole is presently "out of service."

Information for Line Retention Decision

Revenue received by PC		$42,472
Average revenue per carload	$297	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	79,303	
Cost of upgrading branch line to FRA class I (1/10 of total upgrading cost)	24,897	
Cost incurred beyond the branch line	27,107	
Total variable (avoidable) cost		131,307
Net contribution (loss): Total		(88,835)
Average per carload	(621)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph). Based on available information, this upgrading would include the replacement of a total of 1,297 crossties (an average of 133.7 crossties per mile).

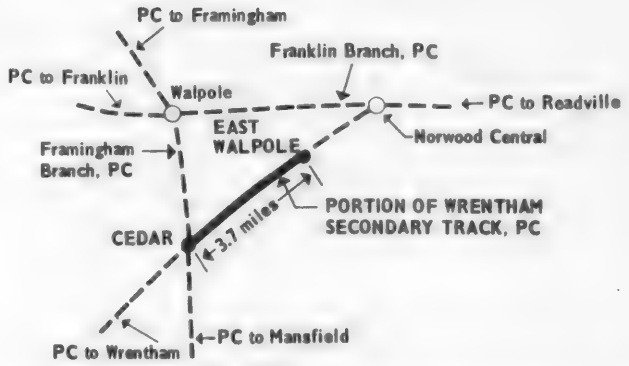
Preliminary Recommendation

It is *not* recommended that this portion of the Wrentham Secondary Track be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $88,835 or $621 per carload. Recovery of costs would require approximately a six-fold increase in traffic or a 210 percent rate increase over the 1973 levels.

PORTION OF WRENTHAM SECONDARY TRACK

USRA Line No. 30

Penn Central



This portion of the Wrentham Secondary Track, formerly part of the New Haven RR, extends from *East Walpole* (Milepost 2.3) to *Cedar, Mass.* (Milepost 6.0), a distance of *3.7 miles*, in Norfolk County, Mass. This line connects with its own continuations at both Cedar (to Wrentham) and East Walpole (to Norwood Central). The portion from Cedar to Wrentham is also under study in this Report. This line (from East Walpole to Cedar) also connects at Cedar with the Framingham Branch of the PC. This portion of the Wrentham Secondary track was not declared potentially excess in the U.S. DOT Report (see Zone 14).

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that the Wrentham Secondary Track's continued use may be crucial to the continuation of 146 jobs for the length between Norwood and Wrentham (see comments for USRA segment No. 29).

Information for Line Retention Decision

This line does not serve any shippers directly. It is used as an overhead line to USRA segment No. 29. The Preliminary Recommendation for segment 29 is that it *not* be included in the ConRail System. Therefore, segment 30 is not required.

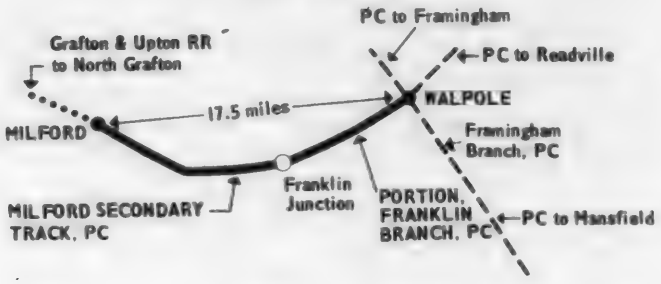
Preliminary Recommendation

It is *not* recommended that this portion of the Wrentham Secondary Track be included in the ConRail System.

PORTION OF FRANKLIN BRANCH AND MILFORD SECONDARY TRACK

USRA Line No. 31/32

Penn Central



This portion of the Franklin Branch, formerly part of the New Haven RR, extends from *Walpole* (Milepost 10.0) to *Franklin Junction, Mass.* (Milepost 19.0). The Milford Secondary Track, also formerly a part of the New Haven RR, extends from *Franklin Junction* (Milepost 0.0), to *Milford, Mass.* (Milepost 8.5). Taken together as a single line, it is *17.5 miles* long and is in Norfolk and Worcester Counties, Massachusetts. From Walpole, the line continues in a northeasterly direction to Readville. Also at Walpole, the line connects with the Framingham Branch of the PC. The line connects at Milford with the Grafton & Upton RR. The PC sold the portion of this line from Walpole to Franklin (Milepost 18.0) to the Massachusetts Bay Transportation Authority in January, 1973. The PC continues to provide freight service over the line, and passenger service operates between Boston and Franklin. This line was described as potentially excess in the U.S. DOT Report (see Zones 14, 26, 27).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Milford	394
Norfolk	9
City Mills	1
Franklin	433
Unionville	0
Total carloads generated by the line	837
Average carloads per week	16.1
Average carloads per mile	47.8
Average carloads per train	3.2
1973 Operating information:	
Number of round trips per year	260
Estimated time per round trip (hours)	6
Locomotive horsepower	1,750
Train crew size	4

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that this line generated 300–350 carloads in 1972 and 475 in 1973.

Information for Line Retention Decision

Revenue received by PC		$268,863
Average revenue per carload	$321	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line [1]	156,213	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	18,855	
Cost incurred beyond the branch line	194,771	
Total variable (avoidable) cost		369,889
Net contribution (loss): total		(100,976)
Average per carload	(121)	

[1] Excludes maintenance and ownership costs on that portion owned and operated by MBTA.

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 3,441 crossties (an average of 197 crossties per mile. Correspondence received by USRA indicates that the Foster-Forbes Company in Milford expects its new plant to add between 1,000 and 1,800 cars per year to this traffic. The new J. J. Corrugated Box Company scheduled for opening in 1973 will boost the lines traffic an additional 650 carloads in that year, with total plant production resulting in 1,100 carloads during 1976. J.J. Corrgugated Box will be located at Franklin, Mass., 8.4 miles from Walpole and the Penn Central's Framingham Branch. The Milford plant of Foster-Forbes Company is 8.5 miles beyond Franklin. Service to Milford could be provided via the Grafton and Upton RR via Hopedale and N. Grafton where a junction is made with the Boston to Worcester line of the Penn Central.

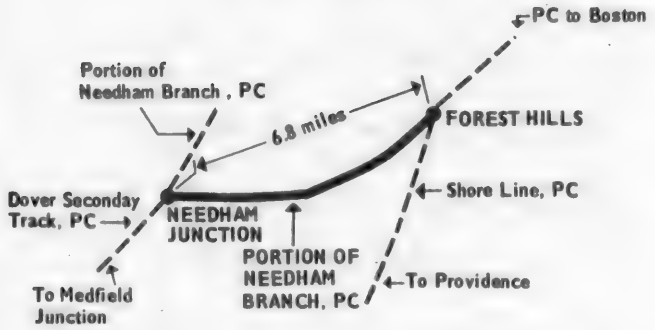
Preliminary Recommendation

Although the preliminary recommendation is that this portion of the Franklin Branch and the Milford Secondary Track be included in the ConRail System, the possibility of immediately increasing revenue must be explored before a final recommendation can be made. Without immediately increasing revenue, continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $100,976 or $121 per carload. Recovery of costs would require approximately a 130 per cent increase in traffic or a 35 percent rate increase over the 1973 levels. Costs may also be reduced by reducing frequency, although this alone will NOT make the line viable.

PORTION OF NEEDHAM BRANCH

USRA Line No. 33

Penn Central



This portion of the Needham Branch, previously a part of the New Haven RR, extends from *Forest Hills* (Milepost 3.3), to *Needham Junction, Mass.* (Milepost 10.1), a distance of *6.8 miles*, in Suffolk and Norfolk Counties, Mass. This line connects with the Shore Line of the PC at Forest Hills and with its own northerly continuation at Needham Junction to Cook Street, a line which is also under study in this Report. At Needham Junction, it connects with the Dover Secondary Track of the PC (also under study in this Report). The PC sold the line in January, 1973 to the Massachusetts Bay Transportation Authoirty. The PC continues to provide freight service over the line. This line was not described as potentially excess in the U.S. DOT Report (see Zone 14).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
West Roxbury	49
Total carloads generated by the line	49
Average carloads per week	0.9
Average carloads per mile	7.2
Average carloads per train	0.9
1973 operating information:	
Number of round trips per year	52
Estimated time per round trip (hours)	3.0
Locomotive horsepower	1,750
Train crew size	4

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report." USRA staff has identified one shipper on the branch, United Liquors of W. Roxbury, Mass.

Information for Line Retention Decision

Revenue received by PC		$29,932
Average revenue per carload	$611	
Variable (avoidable) cost of continued service	[1] 26,487	
Cost incurred on the branch line	0	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	30,223	
Total variable (avoidable) cost		56,710
Net contribution (loss): total		(26,778)
Average per carload	(546)	

[1] Excludes maintenance and ownership costs due to MBTA ownership.

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph).

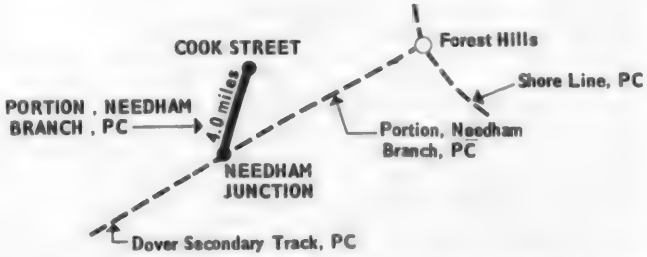
Preliminary Recommendation

It is *not* recommended that *freight service* be provided over this portion of the Needham Branch by the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $26,778 or $546 per carload. Recovery of costs would require both an increase in traffic and a rate increase over the 1973 levels.

PORTION OF NEEDHAM BRANCH

USRA Line No. 34

Penn Central



This portion of the Needham Branch, formerly part of the New Haven RR, extends from *Needham Junction* (Milepost 10.1) to *Cook Street, Mass.* (Milepost 14.1), a distance of *4.0 miles*, in Norfolk and Middlesex Counties, Mass. This line connects at Needham Junction with its own continuation to Forest Hills and with the Dover Secondary Track of the PC, both also under study in this Report. The PC sold this line to the Massachusetts Bay Transportation Authority in January 1973. The

PC continues to provide freight service over the line. This line was not identified as potentially excess in the U.S. DOT Report (see Zone 14).

This line provides suburban passenger train service from Needham Junction to Needham Heights.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:		
Needham	467	
Needham Heights	9	
Newton Upper Falls	755	
Cabot	1,076	
Total carloads generated by the line	2,307	
Average carloads per week		44.4
Average carloads per mile		576.8
Average carloads per train		14.8
1973 operating information:		
Number of round trips per year		156
Estimated time per round trip (hours)		7
Locomotive horsepower		1,500
Train crew size		5

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report."

Information for Line Retention Decision

Revenue received by PC		$1,154,536
Average revenue per carload	$500	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line[1]	131,939	
Cost of upgrading branch line to FRA Class I (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	755,886	
Total variable (avoidable) cost		887,825
Net contribution (loss) total		266,711
Average per carload	116	

[1] This line is owned by MBTA; therefore the costs reported are exclusive of ownership costs.

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph).

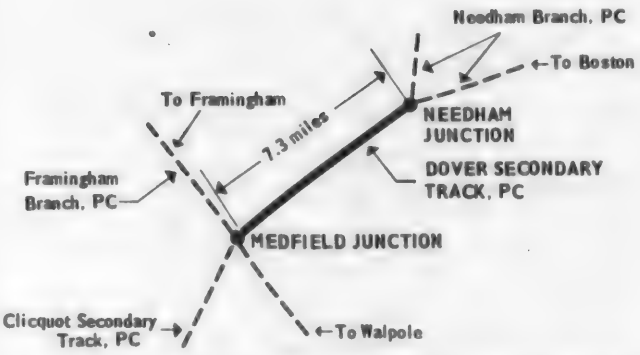
Recommendation

It is recommended that this portion of the Needham Branch be included in the ConRail System.

DOVER SECONDARY TRACK

USRA Line No. 35

Penn Central



The Dover Secondary Track, formerly a part of the New Haven RR, extends from *Needham Junction* (Milepost 0.0) to *Medfield Junction, Mass.* (Milepost 7.3), a distance of *7.3 miles*, in Norfolk County, Mass. This line connects with the Needham Branch of the PC (also under study in this Report) at Needham Junction. It also connects at Medfield Junction with the Framingham Branch and with the Clicquot Secondary Track of the PC. The PC sold the line in January 1973 to the Massachusetts Bay Transportation Authority. The PC continues to provide freight service over the line. The Dover Secondary Track was declared potentially excess in the U.S. DOT Report (see Zone 14).

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that abandonment of this line might destroy the historical traffic patterns of the Needham Branch Traffic.

Information for Line Retention Decision

This line does not directly serve any shippers. However, it is needed to serve shippers on USRA Segment No. 34. The recommendation for Segment 34 is that it be included in the ConRail System.

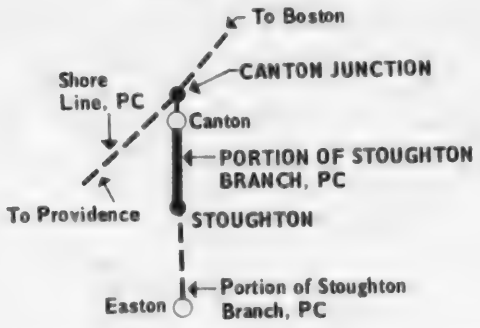
Recommendation

It is recommended that the ConRail System continue to provide freight service over the Dover Secondary Track.

USRA Line No. 682

PORTION OF STOUGHTON BRANCH

Penn Central



This portion of the Stoughton Branch, formerly a part of the New Haven RR, extends from *Canton Junction* (Milepost 0.0) to *Stoughton, Mass.* (Milepost 4.4), a distance of *4.4 miles* in Norfolk County, Mass. This line connects at Stoughton with its own continuation to end of track near Easton (which is also under study in this Report). It connects with the Shore Line of the PC at Canton Junction. The PC sold the line in January, 1973 to the Massachusetts Bay Transportation Authority. The PC continues to provide freight service over the line. This portion of the Stoughton Branch was not described as potentially excess in the US DOT Report (see Zones 14 and 15).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Canton [1]	165
West Stoughton	1
Stoughton	621
Total carloads generated by the line	787
Average carloads per week	15.1
Average carloads per mile	178.9
Average carloads per train	5.2
1973 operating information:	
Number of round trips per year	150
Estimated time per round trip (hours)	2.0
Locomotive horsepower	1,750
Train crew size	4

[1] Includes only traffic on segment.

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that ten firms employing 1,328 people are dependent upon rail freight service over this branch. Three industrial plants have located in Canton's industrial park over the last seven years. Plymouth Rubber Company would reduce its work force 25 percent (250 jobs) if service to Canton ceased.

Information for Line Retention Decision

Revenue received by PC		$374,677
Average revenue per carload	$476	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line [1]	31,435	
Cost of upgrading branch line to FRA Class I (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	290,444	
Total variable (avoidable) cost		321,879
Net contribution (loss): Total		52,798
Average per carload	67	

[1] Excludes ownership and maintenance costs due to MBTA ownership.

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph).

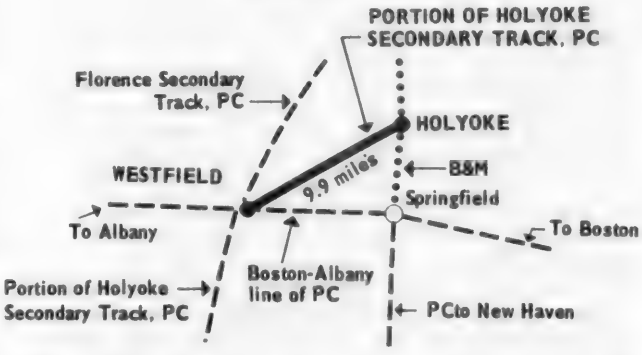
Recommendation

It is recommended that this portion of the Stoughton Branch be included in the ConRail System.

PORTION OF HOLYOKE SECONDARY TRACK

USRA Line No. 683

Penn Central



This portion of the Holyoke Secondary Track, formerly a part of the New Haven RR, extends from *Westfield* (Milepost 33.6) to *Holyoke, Mass.* (Milepost 43.5), a distance of *9.9 miles*, in Hampden County, Massachusetts. It connects at Westfield with the PC Boston-Albany line, with the southerly continuation of the Holyoke Secondary Track and with the Florence Secondary Track of the PC. The last two are also under study in this Report. At Holyoke, the line connects with the Connecticut River Route main line of the Boston & Maine RR. This line was not declared potentially excess in the U.S. DOT Report (see Zone 24).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Westfield	2,988
Holyoke	2,879
Total carloads generated by the Line	5,867
Average carloads per week	112.8
Average carloads per mile	592.6
Average carloads per train	29.3
1973 operating information:	
Number of round trips per year	200
Estimated time per round trip (hours)	8
Locomotive horsepower	1,600
Train crew size	4

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that rail-dependent industries employ 4,800 people in Holyoke and Westfield. If rail service were stopped to all of Westfield and Holyoke, a U.S. Dept of Commerce report projected that 145 retail firms would be forced out of business, with a resulting job loss of 3,120. Twenty-five firms located in Holyoke testified at the hearings. These firms reported shipping 10,116 cars in 1973. USRA staff has found that many of these carloads take place on the B&M railroad, and that most of Holyoke's industry sites can obtain rail service from the B&M. One of the largest shippers, Holyoke Magazine Press, Inc., went out of business in 1974. The largest shipper is Holyoke Water Power Co. (Milepost 42.4), which has been receiving petroleum by tank car.

Information for Line Retention Decision

Revenue received by PC		$1,804,504
Average revenue per carload	$308	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	255,352	
cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	10,192	
Cost incurred beyond the branch line	1,051,091	
Total variable (avoidable) cost		1,316,635
Net contribution (loss): total		487,869
Average per carload	83	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph). Based on available information, this upgrading would include the replacement of a total of 2500 crossties (an average of 253 crossties per mile).

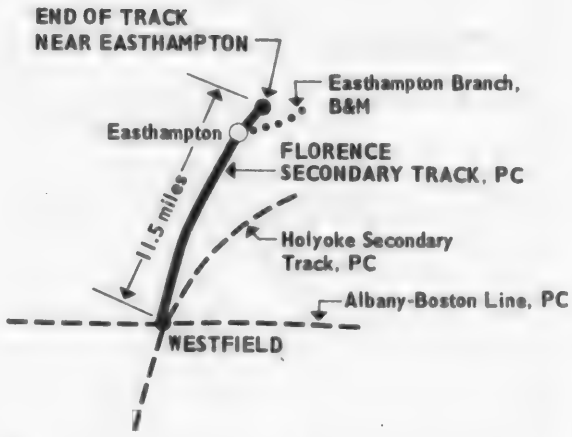
Recommendation

It is recommended that this portion of the Holyoke Secondary Track be included in the ConRail System.

FLORENCE SECONDARY TRACK

USRA Line No. 684

Penn Central



The Florence Secondary Track, formerly part of the New Haven RR, extends from *Westfield* (Milepost 0.4) to *Easthampton, Mass.* (Milepost 11.9), a distance of *11.5 miles*, in Hampden and Hampshire Counties, Mass. At Westfield it connects with the Holyoke Secondary Track of the PC, also under study in this report and with the PC Albany-Boston line. At Easthampton, the Florence Secondary Track connects with the Easthampton Branch of the Boston & Maine RR. This line was not described as potentially excess in the U.S. DOT Report (see Zones 23 and 24).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Easthampton	1,338
Westfield [1]	139
Total carloads generated by the line	1,477
Average carloads per week	28.4
Average carloads per mile	128.4
Average carloads per train	14.8
1973 operating information:	
Number of round trips per year	100
Estimated time per round trip (hours)	10
Locomotive horsepower	1,600
Train crew size	4

[1] Includes only traffic on segment.

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their

reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that 6 firms located in Easthampton use PC freight service. These firms employ 1,323 workers and paid $1.4 million in 1973 rail freight charges. The National Felt Co. would be affected by a shift to truck as inbound costs for synthetic wastes would increase. Information received by USRA staff indicates that 50 percent of National Felt's current inbound and outbound movements are by truck.

Information for Line Retention Decision

Revenue received by PC		$781,339
Average revenue per carload	$529	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	171,470	
Cost of upgrading branch line to FRA Class I (1/10 of total upgrading cost	18,851	
Cost incurred beyond the branch line	422,728	
Total variable (avoidable) cost		613,049
Net contribution (loss): Total		168,290
Average per carload	114	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 3,300 crossties (an average of 287 crossties per mile).

Recommendation

It is recommended that the Florence Secondary Track be included in the ConRail System.

MICHIGAN

Intrastate

PC

USRA line number	Terminals
391	Lenawee Junction to Ida
392a	N&W Xing East of Adrian to Adrian
394	Grosvenor to Morenci
395/395a	Lenawee Junction to Manchester
398	Jonesville to Litchfield
402	Montgomery to Bankers
404	Fort Wayne Junction to Horton
436	Oakman Spur at Dearborn
438	Caro to Colling
438a	Vassar to Caro
440	Bay City to Gaylord
440a	Bay City to Water Street Junction
440b	Gladwin Branch at Pinconning
441	Gaylord to Mackinaw City
442	Mackinaw City to St. Ignace (car float)
443	Bay City to Midland
444	Munger to Denmark Junction
444a	Vassar to Denmark Junction
445	Vassar to Millington
445a	Millington to Lapeer Junction
445b	Lapeer Junction to Oxford
446	Saginaw to Harger
446a	Denmark Junction to Harger
447/447a/447b	Saginaw to Bay City
451/452/453	Rives Junction to Grand Rapids
454	Mackinaw City to Cadillac
454a	Cadillac to Cedar Springs
455	Lansing to Jackson
455a	Lansing to Saginaw
456/457/458	State Line to Vicksburg
458a	Kalamazoo to Three Rivers Junction
459/459a	Kalamazoo to Vicksburg
460	Grand Rapids to Moline to Plainwell
461	Cedar Springs to Comstock Park
461a	Comstock Park to Grand Rapids
463	Plainwell to Otsego
463a	Otsego to Dorr
463b	Dorr to Byron Center
463d	Lamar to Grand Rapids
464/465	Parchment to Doster
464a	Plainwell to Kalamazoo
466	Kalamazoo to Dowagiac
470	Traverse City to Walton Junction
472	Muskegon to Fuller
472a	Muskegon Heights to Muskegon
473	Haires to Three Rivers Junction
530a	Hudson to Cement City
635	Niles to Benton Harbor
636	Carleton to Detroit
680	Buchanan to Dowagiac
688	Oxford to Utica
692a/693a	White Pigeon Junction to Hillsdale
698	At Cheboygan (D&M Trackage Rights)

AA

USRA line number	Terminals
1300	Dundee to Owosso
1301	Owosso to Thompsonville

Interstate

AA

Michigan to Wisconsin

USRA line number	Terminals
1302/1303	Thompsonville, Mich. to Kewaunee, Wis. (ferry)

PC

Michigan to Indiana (these lines are discussed under Indiana)

USRA line number	Terminals
401	Montgomery, Mich. to South of Angola, Ind.
467	Buchanan, Mich. to Michigan City, Ind.
637	Niles, Mich. to South Bend, Ind.

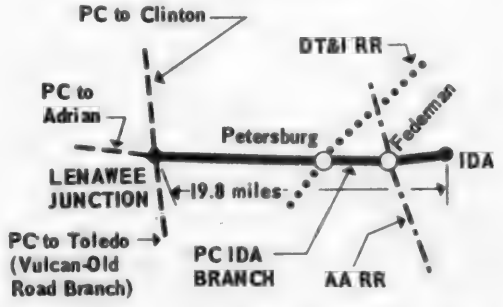
Michigan to Ohio

USRA line number	Terminals
393	N&W Xing East of Adrian, Mich. to Vulcan, Ohio
437	Carleton, Mich. to Alexis, Ohio (C&O Trackage Rights)
530	Hudson, Mich. to Bryan, Ohio

IDA BRANCH

USRA Line No. 391

Penn Central



The Ida Branch, formerly part of the New York Central RR, extends from *Lenawee Junction* (Milepost

0.0), to *Ida, Mich.* (Milepost 19.8), a distance of *19.8 miles*, in Lenawee and Monroe Counties, Mich. This line runs east from the Penn Central's Adrian-Toledo Vulcan-Old Road Branch (also under study in this Report). Other connections include the PC line north to Clinton (also under study in this Report), the Detroit, Toledo & Ironton RR, which crosses near Petersburg, and the Ann Arbor RR, which crosses at Federman. The Penn Central filed a petition with the ICC to abandon this line in October, 1972. In September, 1974, the PC made similar application to the U.S. Railway Association (Docket No. 75–26). No final action has been taken on either application. This line was described as potentially excess in the U.S. DOT Report (see Zones 113 and 150).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Ida	143
Petersburg	0
Deerfield	2
Total carloads generated by the line	145
Average carloads per week	3
Average carloads per mile	7
Average carloads per train	4
1973 operating information:	
Number of round trips per year	40
Estimated time per round trip (hours)	7.0
Locomotive horsepower	1,200
Train crew size	4

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report." The State of Michigan was generally opposed to the abandonment of this line until its state rail plan was finalized.

Information for Line Retention Decision

Revenue received by PC		$45,795
Average revenue per carload	$316	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	$142,327	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	51,079	
Cost incurred beyond the branch line	33,718	
Total variable (avoidable) cost		227,124
Net contribution (loss): total		(181,329)
Average per carload		($1,251)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph). Based on available information, this upgrading would include the replacement of a total of 9,900 crossties (an average of 500 crossties per mile).

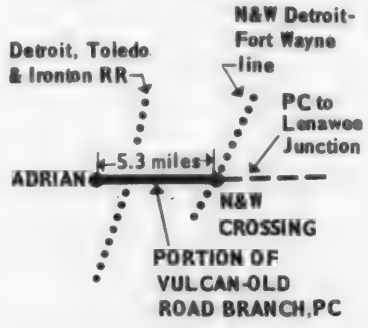
Preliminary Recommendation

It is *not* recommended that the Ida Branch be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $181,329 or $1,251 per carload. Recovery of costs would require approximately a fifty-five-fold increase in traffic or a 400-percent rate increase over the 1973 levels.

PORTION OF VULCAN-OLD ROAD BRANCH

USRA Line No. 392a

Penn Central



This portion of the Vulcan-Old Road Branch, formerly part of the New York Central RR, extends from *N&W Crossing east of Adrian* (Milepost 328.3) to *Adrian, Mich.* (Milepost 333.6), a distance of *5.3 miles*, in Lenawee County, Mich. This is the western portion of the PC's Vulcan-Old Road Line which continues through Lenawee Junction to Toledo and is also under study in this Report. A Detroit, Toledo & Ironton RR branch crosses near Adrian; the N&W line runs between Detroit and Fort Wayne. A continuation of this line, extending from Adrian to Clayton has been officially abandoned. This line was not described as potentially excess in the U.S. DOT Report (see Zone 150).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Adrian [1]	1,145
Total carloads generated by the line	1,145
Average carloads per week	22.0
Average carloads per mile	216.0
Average carloads per train	3.8
1973 operating information:	
Number of round trips per year	300
Estimated time per round trip (hours)	2
Locomotive horsepower	1,500
Train crew size	5

[1] Includes only traffic on segment.

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicates that 4,000 carloads per annum are generated from the Adrian area. Five companies—Townsend Brothers, Tri-State Engineering, Merillat Industries, Inc., Stubnitz Spring Division and Stevenson Lumber Company—generated a total of 2,163 carloads in 1973.

Information for Line Retention Decision

Revenue received by PC		$268, 118
Average revenue per carload	$234	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	94, 554	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	8, 922	
Cost incurred beyond the branch line	158, 887	
Total variable (avoidable) cost		262, 363
Net contribution (loss): total		5, 755
Average per carload	5	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph). Based on available information, this upgrading would include the replacement of a total of 100 crossties (an average of 19 crossties per mile).

Although this line generates a net contribution, it is served via USRA segment 391. The preliminary recommendation for segment 391 is that it not be included in the ConRail system.

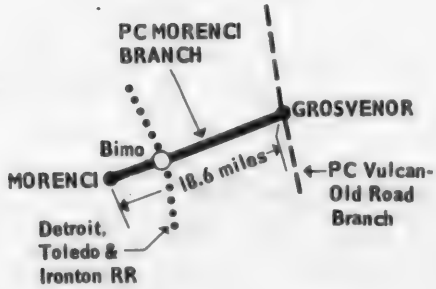
Recommendation

It is *not* recommended that this portion of the Vulcan-Old Road Branch be included in the ConRail System. Service to Adrian should be assumed by a solvent carrier.

MORENCI BRANCH

USRA Line No. 394

Penn Central



The Morenci Branch, formerly part of the New York Central RR, extends from *Grosvenor* (Milepost 0.0) to *Morenci, Mich.* (Milepost 18.6), a distance of *18.6 miles*, in Lenawee County, Michigan. This line is in Zone 150 in the U.S. Department of Transportation Report, "Rail Service in the Midwest and Northeast Region," dated February 1, 1974. This line is a branch of the PC Vulcan-Old Road Branch which is also under study in this report. At Bimo, a branch of the Detroit Toledo & Ironton Railroad crosses. This line was described as potentially excess in the U.S. Department of Transportation Report.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Grosvenor[1]	74
Ogden	18
Jasper	12
Weston	138
Morenci	252
Total carloads generated by the line	494
Average carloads per week	9. 5
Average carloads per mile	26. 6
Average carloads per train	9. 9
1973 operating information:	
Number of round trips per year	50
Estimated time per round trip (hours)	6. 0
Locomotive horsepower	1, 200
Train crew size	4

[1] Includes only traffic on segment.

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report," indicated that Smith Douglas (a Division of Borden) generated 400 to 450 carloads in 1973. However, available shipper-specific traffic records indicate only 5 carloads in 1973 for this shipper. In total, the testimony indicated that this line generated over 2,500 carloads but only 494 carloads can be identified. In addition, Stauffer Chemical at Weston receives hazardous materials, which without rail service, would have to move by motor carrier over narrow highways.

Information for Line Retention Decision

Revenue received by PC		$182, 256
Average revenue per carload	$369	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	145, 608	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	45, 556	
Cost incurred beyond the branch line	83, 998	
Total variable (avoidable) cost		275, 162
Net contribution (loss): total		(92, 906)
Average per carload	(188)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 9,000 crossties (an average of 484 crossties per mile).

Testimony regarding 2,500 carloads includes traffic handled by the N&W at North Morenci.

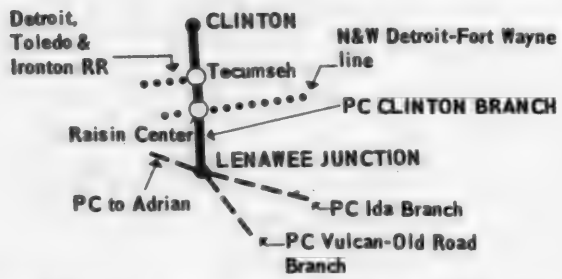
Preliminary Recommendation

Although the preliminary recommendation is that the Morenci Branch not be included in the ConRail System, the possibility of immediately increasing revenue must be explored before a final recommendation can be made. Without immediately increasing revenue, continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $92,906 or $188 per carload. Recovery of costs would require approximately a 100 percent increase in traffic or a 50 percent rate increase over the 1973 levels.

CLINTON BRANCH

USRA Line No. 395 and 395a

Penn Central Railroad



This portion of the Clinton Branch, formerly part of the New York Central Railroad, extends from *Lenawee Junction* (Milepost 0.0) to *Manchester, Mich.* (Milepost 13.6), a distance of *13.6 miles*, in Lenawee County, Mich. This line, except for the portion from Tecumseh to Clinton, was described as potentially excess in the U.S. DOT Report (see Zone 150).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Tecumseh	188
Clinton	1,004
Adrian [1]	63
Total carloads generated by the line	1,255
Average carloads per week	24.1
Average carloads per mile	91.6
Average carloads per train	10.0
1973 operating information:	
Number of round trips per year	125
Estimated time per round trip (hours)	6
Locomotive horsepower	1,200
Train crew size	4

[1] Includes only traffic on segment.

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that the strongest opposition to the abandonment of this line came from the Budd Company of Clinton. They reported shipments of 1,040 carloads in 1972 and 852 in 1973. The Company stated that its loading facility cannot accommodate additional trucks. Additionally, the increased freight costs in shipping via truck would jeopardize the Company's competitive position. The Budd Company predicted that the plant would be forced to shut down and 323 jobs would be terminated.

Information for Line Retention Decision

Revenue received by Penn Central		$511,067
Average revenue per carload	$407	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	176,299	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	15,924	
Cost incurred beyond the branch line	282,140	
Total variable (avoidable) cost		474,363
Net contribution (loss): Total		36,704
Average per carload		29

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph). Based on available information, this upgrading would include the replacement of a total of 1,000 crossties (an average of 73 crossties per mile).

Although this line generates a net contribution, it must be served via USRA segment 393 which generated a loss amounting to $371,003.

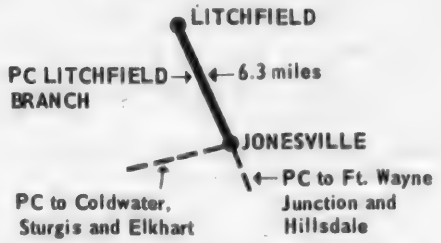
Preliminary Recommendation

It is *not* recommended that this portion of the Clinton Branch be included in the ConRail System.

LITCHFIELD BRANCH

USRA Line No. 398

Penn Central



The Litchfield Branch, formerly part of the New York Central RR, extends from *Jonesville* (Milepost 0.6) to *Litchfield, Mich.* (Milepost 6.9) a distance of *6.3 miles*, in Hillsdale County, Mich. This line is a branch running north from the Penn Central's line from Elkhart to Hillsdale. The segment north of Litchfield was abandoned in 1971. The lines from Jonesville to Hillsdale and White Pigeon Jct. are also under study in this report. This line was described as potentially excess in the U.S. DOT Report (see Zone 150).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Litchfield	187
Jonesville [1]	7
Total carloads generated by the line	194
Average carloads per week	3.7
Average carloads per mile	30.8
Average carloads per train	1.9
1973 operating information:	
No. of round trips per year	100
Estimated time per round trip (hours)	3.0
Locomotive horsepower	1,500
Train crew size	5

[1] Includes only traffic on segment.

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that the Plymouth Flush Door Company would be put at a competitive disadvantage if rail service ceased. Plymouth Flush Door reported 166 carloads in 1972 and 135 in 1973. Both this company and the Hillsdale Foundry have received a total of $2 million in loans from the Small Business Administration and the Economic Development Administration. RSPO reported no traffic from Hillsdale Foundry. The Detroit office of the Small Business Administration testified that rail accessibility to rural areas such as Litchfield should be retained. The industrial park at Litchfield has total facility investments of $3.4 million. The Mayor of Litchfield stated that 50 percent of the city's labor force of 1,200 is employed by industries dependent on rail service.

Information for Line Retention Decision

Revenue received by PC		$58,204
Average revenue per carload	$300	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	65,062	
Cost of upgrading branch line to FRA Class I (1/10 of total upgrading cost)	26,418	
Cost incurred beyond the branch line	35,510	
Total variable (avoidable) cost		126,990
Net contribution (loss): total		(68,786)
Average per carload	(354)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 6,300 crossties (an average of 1,000 crossties per mile).

Available data indicates that there may be some potential traffic growth on the line.

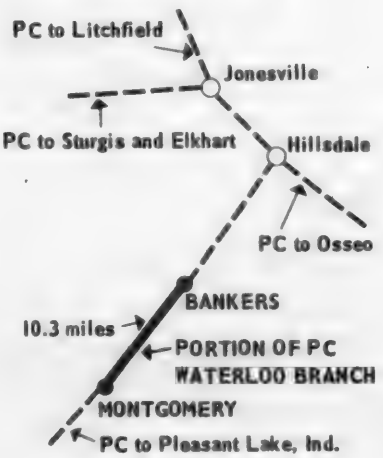
Preliminary Recommendation

It is *not* recommended that the Litchfield Branch be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $68,786 or $354 per carload. Recovery of costs would require approximately a three-fold increase in traffic or a 118 percent rate increase over the 1973 levels. Costs may also be lowered by reducing frequency, although this alone will not make the line viable.

PORTION OF WATERLOO BRANCH

USRA Line No. 402

Penn Central



This portion of the Waterloo Branch, formerly part of the New York Central RR, extends from *Montgomery* (Milepost 54.8), to *Bankers, Mich.* (Milepost 65.1), a distance of *10.3 miles*, in Hillsdale County, Michigan. This line is part of a branch running south from Hillsdale into Indiana. The southern and northern continuations of this branch are also under study in this Report. This line was described as potentially excess in the U.S. DOT Report (see Zone 150).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Reading	293
Montgomery	198
Total carloads generated by the line	491
Average carloads per week	9.4
Average carloads per mile	47.7
Average carloads per train	3.3
1973 operating information:	
Number of round trips per year	150
Estimated time per round trip (hours)	7.5
Locomotive horsepower	1,500
Train crew size (people)	5

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that poor service and car shortages have been leading causes for low rail usage. The Mayor of Reading, Michigan reported that 200 additional annual carloads would have been moved over the line if the PC could have provided them service. Lack of primary highways makes it impossible for trucks to carry full loads during part of the year.

Information for Line Retention Decision

Revenue received by PC		$247,947
Average revenue per carload	$505	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	144,560	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	21,862	
Cost incurred beyond the branch line	153,750	
Total variable (avoidable) cost		320,172
Net contribution (loss): total		(72,225)
Average per carload	(147)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph). Based on available information, this upgrading would include the replacement of a total of 3,605 crossties (an average of 350 crossties per mile).

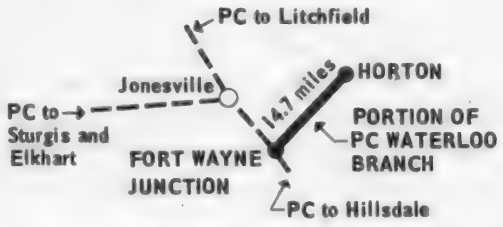
Preliminary Recommendation

It is *not* recommended that this portion of the Waterloo Branch be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $72,225 or $147 per carload. Recovery of costs would require approximately a 75 per cent increase in traffic or a 30 per cent rate increase over the 1973 levels. Costs may also be lowered by reducing frequency, although this alone will not make the line viable.

PORTION OF WATERLOO BRANCH

USRA Line No. 404

Penn Central



This portion of the Waterloo Branch, formerly part of the New York Central RR, extends from *Fort Wayne Junction* (Milepost 71.0), to *Horton, Michigan* (Milepost 85.7), a distance of *14.7 miles*, in Jackson County, Michigan. This line, once part of a through route between Jackson and Fort Wayne, now exists solely as a branch off PC's line through Jonesville and Hillsdale, which is also under study in this Report. Penn Central has filed a petition to abandon this line (ICC Docket No. AB–5, Sub. 193 and 194). This line was not described as potentially excess in the U.S. DOT Report (see Zones 150 and 152).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Horton	5
Hanover	1
Total carloads generated by the line	6
Average carloads per week	0.1
Average carloads per mile	0.4
Average carloads per train	0.5
1973 operating information:	
Number of round trips per year	12
Estimated time per round time (hours)	4.0
Locomotive horsepower	1,500
Train crew size	5

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services

Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report."

Information for Line Retention Decision

Revenue received by Penn Central		$1,402
Average revenue per carload	$234	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	97,587	
Cost of upgrading branch line to FRA class I (1/10 of total upgrading cost)	30,523	
Cost incurred beyond the branch line	872	
Total variable (avoidable) cost		128,982
Net contribution (loss): Total		(127,580)
Average per carload	(21,263)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph). Based on available information, this upgrading would include the replacement of a total of 5,145 crossties (an average of 350 crossties per mile).

Preliminary Recommendation

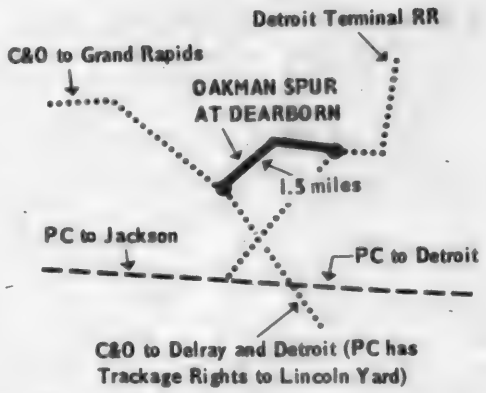
It is *not* recommended that this portion of the Waterloo Branch be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $127,580 or $21,263 per carload. Recovery of costs would require approximately a two hundred and forty-fold increase in traffic or a 1,517 percent rate increase over the 1973 levels.

OAKMAN SPUR AT DEARBORN

USRA Line No. 436

Penn Central

The Oakman Spur, formerly part of the Pennsylvania RR, extends *1.5 miles* at *Dearborn, Mich.* in Wayne County, Mich. This line runs from the C&O mainline approximately one and one-half miles until it joins the Detroit Terminal Ry. There are no physical connections with other PC-controlled lines. This line was the former PRR connection with the Detroit Terminal, using trackage rights from Lincoln Yard via Delray over the C&O. This line was not shown in the U.S. DOT Report (see Zone 155).


Detroit Terminal RR
C&O to Grand Rapids
OAKMAN SPUR AT DEARBORN
1.5 miles
PC to Jackson
PC to Detroit
C&O to Delray and Detroit (PC has Trackage Rights to Lincoln Yard)

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Plannning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report."

Information for Line Retention Decision

All of the industries on this branch could be served by the Detroit Terminal RR.

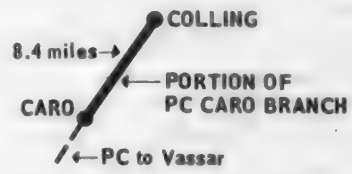
Preliminary Recommendation

It is *not* recommended that the Oakman Spur be included in the ConRail System.

PORTION OF CARO BRANCH

USRA Line No. 438

Penn Central



This portion of the Caro Branch, formerly part of the New York Central RR, extends from *Caro* (Milepost 13.8), to *Colling, Mich.* (Milepost 22.2), a distance of *8.4 miles*, in Tuscola County, Mich. This is the northern portion of the Caro Branch; the southern extension to Vassar is also under study in this report. This line was described as potentially excess in the U.S. DOT Report (see Zone 157).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line: Colling	85
Total carloads generated by the line	85
Average carloads per week	1.6
Average carloads per mile	10.1
Average carloads per train	2.8
1973 operating information:	
No. of round trips per year	80
Estimated time per round trip (hours)	3
Locomotive horsepower	2,000
Train crew size	4

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that the Burroughs Company in Colling has approved capital expenditures of $150,000 which should increase its farm equipment shipments by 30 percent.

Information for Line Retention Decision

Revenue received by PC		$55,886
Average revenue per carload	$657	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	59,337	
Cost of upgrading branch line to FRA Class I (1/10 of total upgrading cost)	21,820	
Cost incurred beyond the branch line	25,366	
Total variable (avoidable) cost		106,523
Net contribution (loss): Total		(50,867)
Average per carload		(596)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 5,040 crossties (an average of 600 crossties per mile).

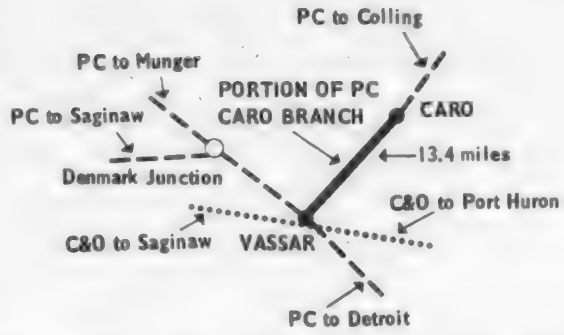
Preliminary Recommendation

It is *not* recommended that this portion of the Caro Branch be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $50,867 or $596 per carload. Recovery of costs would require approximately a 170 per cent increase in traffic or a 90 per cent rate increase over the 1973 levels.

PORTION OF THE CARO BRANCH

USRA Line No. 438a

Penn Central



This portion of the Caro Branch, formerly part of the New York Central RR, extends from *Vassar* (Milepost 0.4) to *Caro, Mich.* (Milepost 13.8), a distance of *13.4 miles*, in Tuscola County, Mich. This line is the lower portion of the PC's Caro Branch. A continuation of this line from Caro to Colling is also under study in this Report. At Vassar, this line connects with the PC line to Detroit going south and northward to Denmark Junction. Both of these line segments are also under study. Also at Vassar this line connects with the Chesapeake & Ohio's Port Huron-to-Saginaw line. This line was not described as potentially excess in the U.S. DOT Report (see Zone 157).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:

Banksand	0
Wahjamega	0
Caro	874
Total carloads generated by the line	874
Average carloads per week	16.8
Average carloads per mile	65.2
Average carloads per train	5.8
1973 operating information:	
Number of round trips per year	150
Estimated time per round trip (hours)	9.0
Locomotive horsepower	2,000
Train crew size	4

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that local farmers stand to lose 28 cents in revenue on every bushel of beans or grain moved by truck.

Information for Line Retention Decision

Revenue received by PC		$354,958
Average revenue per carload	$406	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	174,621	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	37,954	
Cost incurred beyond the branch line	261,047	
Total variable (avoidable) cost		473,622
Net contribution (loss) total		(118,644)
Average per carload	(136)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 8,040 crossties (an average of 600 crossties per mile).

Preliminary Recommendation

It is *not* recommended that this portion of the Caro Branch be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $118,644 or $136 per carload. Recovery of costs would require approximately a 100 percent increase in traffic or a 33 percent rate increase over the 1973 levels. Costs may also be lowered by reducing frequency, although this alone will not make the line viable.

PORTION OF MACKINAW BRANCH

USRA Line No. 440

This portion of the Mackinaw Branch, formerly part of the New York Central RR, extends from *Bay City* (Milepost 5.0) to *Gaylord, Mich.* (Milepost 120.4), a distance of *115.4 miles* in Bay, Arenac, Ogemaw, Roscommon, Crawford and Otsego Counties, Mich. All connecting Penn Central trackage north to Cheboygan, south to Saginaw, and the line to Midland are also under study. The Detroit & Mackinac Ry, from Bay City to Alpena parallels this route between Bay City and Pinconning, before angling in towards Alpena. A connection is made with the Chesapeake & Ohio at Bay City, Mich. This line was described as potentially excess in the U.S. DOT Report (see Zones 158, 162 and 165).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Kawkawlin	19
Linwood	4
Pinconning[1]	35
Standish	106
West Branch	285
St. Helens	230
Roscommon	51
Grayling	262
Frederick	1
Gaylord	2,247
Total carloads generated by the line	3,237
Average carloads per week	62.3
Average carloads per mile	28.1
Average carloads per train	10.8
1973 Operating information:	
Number of round trips per year	300
Estimated time per round trip, (hours)	11
Locomotive horsepower	2,000
Train crew size	4

[1] Includes only traffic on segment.

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that Wendell Flynn, President of SEMCO, Inc. at West Branch noted that this firm is able to compete for government contracts because it has rail service. The firm's traffic alone does not justify rail service; however, the Lower Peninsula is developing and rail service is essential to this growth.

Information for Line Retention Decision

Revenue received by PC		$1,389,274
Average revenue per carload	$432	

Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	1,063,630	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	79,598	
Cost incurred beyond the branch line	678,445	
Total variable (avoidable) cost		1,821,663
Net contribution (loss) total		(482,389)
Average per carload	(149)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 2,000 crossties (an average of 17 crossties per mile). A major oil find was made in the area in recent years. Oil wells and two gas wells were in production and exploration is still in progress. Because it is located in a somewhat isolated corridor, adequate transportation is vital to Gaylord. Champion International Corporation, the principal freight user of rail freight service in Gaylord, has recently begun a multimillion dollar plant expansion program. The firm's projected carload figure for 1974 is 5,324. Gaylord has received a $734,000 grant from the Economic Development Administration to aid in the development of an industrial complex. The town has also received Federal funds for construction of a storm sewer and hospital. Grayling City Manager, Jerry Morford, stated that new industry is expected to locate in Grayling.

Preliminary Recommendation

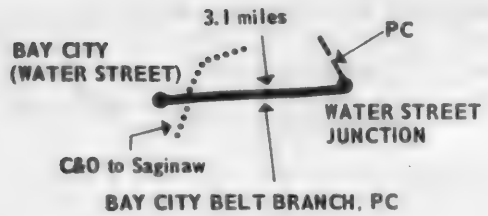
Although the preliminary recommendation is that this portion of the Mackinaw Branch not be included in the ConRail System, the possibility of immediately increasing revenue must be explored before a final recommendation can be made. Without immediately increasing revenue, continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $482,389 or $149 per carload. Service continuation to Gaylord from the north by D&M will be considered.

BAY CITY BELT BRANCH

USRA Line No. 440a

Penn Central

The Bay City Belt Branch, formerly part of the New York Central RR, extends from *Water Street Junction* (Milepost 0.0) to *Bay City, Mich.* (Milepost 3.1), a distance of *3.1 miles*, in Bay County, Mich. This track connects parts of the City of Bay City with the Penn Central through routes—north to Mackinaw and south to Saginaw, both of which are also under study in this Report. Another local track to the north of this line connects Penn Central with the Detroit & Mackinaw Ry. and the C&O. Also, the Chesapeake & Ohio crosses this line between Michigan and Garfield Streets. This line was not described as potentially excess in the U.S. DOT Report (see Zone 158).



Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Bay City [1]	690
Total carloads generated by the line	690
Average carloads per week	13.3
Average carloads per mile	222.6
Average carloads per train	4.4
1973 operating information:	
Number of round trips per year	156
Estimated time per round trip (hours)	2
Locomotive horsepower	600
Train crew size	4

[1] Includes only traffic on segment.

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report."

Information for Line Retention Decision

Revenue received by PC		$310,832
Average revenue per carload	$ 450	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	67,775	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	15,677	
Cost incurred beyond the branch line	195,402	
Total variable (avoidable) cost		278,854
Net contribution (loss): total		31,978
Average per carload	46	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's

minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph). Based on available information, this upgrading would include the replacement of a total of 1,550 crossties (an average of 500 crossties per mile).

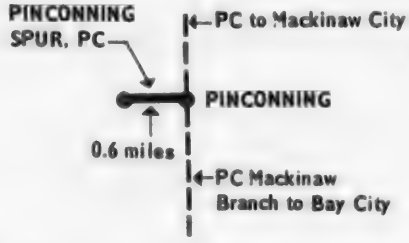
Recommendation

It is recommended that the Bay City Belt Branch be included in the ConRail System. Attempts will be made to acquire trackage rights into the Saginaw/Bay City/Midland area (see line 455).

GLADWIN BRANCH

USRA Line No. 440b

Penn Central



The Gladwin Branch, formerly part of the New York Central RR, extends a distance of *0.6 miles* at *Pinconning* in Bay County, Mich. This line is a short spur off the Penn Central's Mackinaw Branch which is also under study in this Report. This line was not shown in the U.S. DOT Report (see Zone 158).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Pinconning [1]	48
Total carloads generated by the line	48
Average carloads per week	0.9
Average carloads per mile	80.0
Average carloads per train	1.0
1973 operating information:	
Number of round trips per year	50
Estimated time per round trip (hours)	0.5
Locomotive horsepower	2,000
Train crew size	4

[1] Includes only traffic on segment.

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report."

Information for Line Retention Decision

Revenue received by PC		$25,596
Average revenue per carload	$533	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	8,139	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	4,490	
Cost incurred beyond the branch line	14,887	
Total variable (avoidable) cost		27,516
Net contribution (loss): total		(1,920)
Average per carload	(40)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph). Based on available information, this upgrading would include the replacement of a total of 600 crossties (an average of 1,000 crossties per mile).

Although service to the entire line generates a loss, an 18 percent growth in traffic or an 8 percent increase in rates would make this portion of the line financially self-sufficient.

Service to this line must be provided via USRA segment 440 which generated a loss amounting to $482,389.

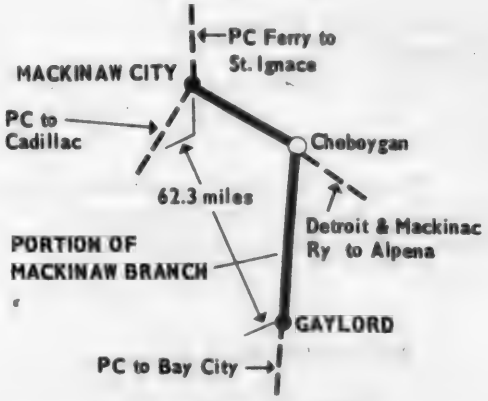
Recommendation

It is *not* recommended that the Gladwin Branch be included in the ConRail System.

PORTION OF MACKINAW BRANCH

USRA Line No. 441

Penn Central



This portion of the Mackinaw Branch, formerly part of the New York Central RR, extends from *Gaylord* (Milepost 120.4) to *Mackinaw City, Mich.* (Milepost 182.7), a distance of *62.3 miles*, in Otsego, Cheboygan

and Emmet Counties, Mich. This segment is the northern end of Penn Central's Mackinaw Branch. The southern extension of this line from Gaylord to Bay City, and the PC's line to Cadillac and Grand Rapids are also under study in this Report. The Detroit & Mackinac Ry's Main Line connects at Cheboygan. Penn Central has filed a petition to abandon this line, ICC Docket No. AB-5, Sub. 175. This line was not described as potentially excess in the U.S. DOT Report (see Zone 165).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Mackinaw City	75
Vanderbilt	9
Indian River	35
Topinabee	0
Cheboygan	232
Total carloads generated by the line	351
Average carloads per week	6.8
Average carloads per mile	5.6
Average carloads per train	2.3
1973 operating information:	
Number of round trips per year	150
Estimated time per round trip (hours)	10.0
Locomotive horsepower	2,000
Train crew size	4

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" was centered on the potential impact to Gaylord. Both the Detroit & Mackinac Railway and a traffic analyst for Champion International Corp., the largest shipper on the line, indicated a willingness to route traffic on the D&M for southbound movement assuming the D&M could operate over this line under the Rail Reorganization Act.

Information for Line Retention Decision

Revenue received by PC		$91,974
Average revenue per carload	$262	
Variable (avoidable) cost of continued service:		
Cost incurred on the Branch line	501,368	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	76,424	
Cost incurred beyond the branch line	75,388	
Total variable (avoidable) cost		653,180
Net contribution (loss): total		(561,156)
Average per carload		(1,599)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 12,000 crossties (an average of 193 crossties per mile).

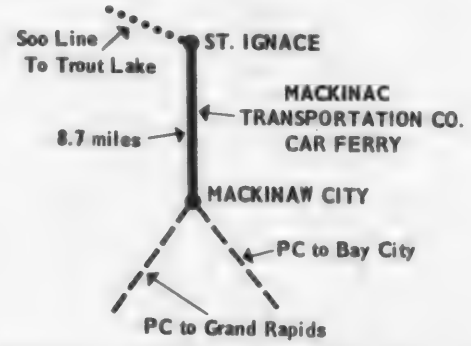
Preliminary Recommendation

It is *not* recommended that this portion of the Mackinaw Branch be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $561,156 or $1,599 per carload. Recovery of costs would require approximately a thirty four-fold increase in traffic or a 610 per cent rate increase over the 1973 levels.

MACKINAC TRANSPORTATION CO.

USRA Line No. 442

Penn Central



The Mackinac Transportation Company operates railroad car-ferry service extending from *Mackinaw City* to *St. Ignace*, a distance of *8.7 miles*, in Mackinaw, Emmett, and Cheybogan Counties, Mich. This line connects at Mackinaw City with the GR&I Branch of Penn Central extending south to Grand Rapids and with the Mackinaw Branch of Penn Central extending to Bay City, both of which are under study in this Report. At St. Ignace the line connects with the Soo line extending north to Trout Lake. Mackinac Transportation Company applied to abandon this line with the Interstate Commerce Commission on August 11, 1970 under Finance Docket No. 26303. Public hearings were held commencing January 25, 1971.

This line was not described as potentially excess in the U.S. DOT Report (see Zone 165).

Preliminary Recommendation

It is *not* recommended that the Mackinac Company car ferry service be included in the ConRail System.

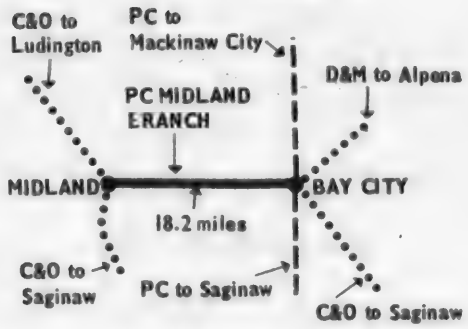
Both of the Penn Central lines into Mackinaw City are also not recommended for inclusion in the ConRail System, although Detroit and Mackinac Railway (DM)

has expressed interest in acquiring the Penn Central line from Cheboygan to Mackinaw City (see coordination projects, Appendix D). The DM has *not* expressed any interest in the car ferry service.

MIDLAND BRANCH

USRA Line No. 443

Penn Central



The Midland Branch, formerly part of the New York Central RR, extends from *Bay City* (Milepost 0.0), to *Midland, Mich.* (Milepost 18.2), a distance of *18.2 miles*, in Bay and Midland Counties, Michigan. This line branches off the Penn Central's Mackinaw line just north of Bay City. The Mackinaw line is also under study between Saginaw and Bay City, and Bay City and Mackinaw City. At Bay City, this line connects with the Chesapeake & Ohio and the Detroit & Mackinaw Rys., also, at Midland, the line connects with the Chesapeake & Ohio. This line was described as potentially excess in the U.S. DOT Report (see Zones 158 and 162).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Auburn	258
Midland	3,251
Total carloads generated by the line	3,509
Average carloads per week	67.5
Average carloads per mile	192.8
Average carloads per train	15.3
1973 operating information:	
Number of round trips per year	230
Estimated time per round trip (hours)	7
Locomotive horsepower	2,000
Train crew size	4

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicates that the major potential impacts which could result from the proposed abandonment are: increased storage and transportation costs; plant closings; loss of investments; community growth retardation; highway system inadequacies; preservation of rail competition; ecology and energy considerations; and the dangers of trucking hazardous chemicals were also of concern.

Dow Chemical is served by PC and C&O/B&O and employs over 3000 people in the manufacture of silicone chemicals. If forced to re-convert to coal it would want PC service which it had prior to 1968. Auburn Bean and Grain Company estimates business drop of $5 million annually if rail service were discontinued. Midland Chamber of Commerce reports present business and industrial expansion would be seriously affected. Dow Chemical, employing 8,000 plus associated industry employees, is in a hazardous business which "would necessitate keeping more trackage in service than DOT recommended, but would speed up service, result in better equipment turnaround time and lessen yard congestions in the cities."

Fisher Sand and Gravel of Midland has facilities depending on freight only by rail. Abandonment would force the company to extensively alter or discontinue plant operations.

Information for Line Retention Decision

Revenue received by PC		$2,374,973
Average revenue per carload	$677	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	275,919	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	1,177,427	
Total variable (avoidable) cost		1,453,346
Net contribution (loss): total		921,627
Average per carload	263	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph).

Recommendation

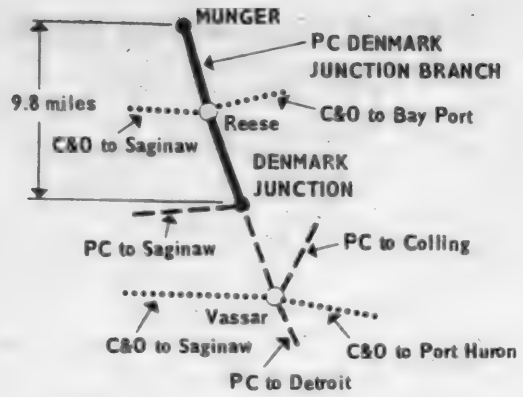
It is recommended that the Midland Branch be included in the ConRail System. Attempts will be made to acquire trackage rights into the Saginaw/Bay City/Midland area (see line 455).

DENMARK JUNCTION BRANCH

USRA Line No. 444

Penn Central

The Denmark Junction Branch, formerly part of the New York Central RR, extends from *Denmark Junc-*



tion (Milepost 91.1) to *Munger, Michigan* (Milepost 100.9), a distance of *9.8 miles*, in Tuscola, Bay and Saginaw Counties, Michigan. This line is a branch of the Saginaw-Vassar segment of the PC's Mackinaw line. The Mackinaw line is also under study in this Report. The C&O line from Saginaw to Bay Port crosses at Reese. The portion of this line between Reese and Munger was described as potentially excess in the U.S. DOT Report (see Zones 157 and 158).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Munger	121
Reese	85
Total carloads generated by the line	206
Average carloads per week	4.0
Average carloads per mile	21.0
Average carloads per train	2.1
1973 operating information:	
Number of round trips per year	100
Estimated time per round trip (hours)	4.0
Locomotive horsepower	2,000
Train crew size	4

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that in 1973, Gollin Brick and Supply received 80 cars of brick and building materials from Michigan, Ohio, Pennsylvania and Texas. It is impossible to receive these materials from any other transportation mode. Abandonment would cut off its competitive advantage and force its shutdown.

Burroughs and Sons shipped 3,350 tons of beans in 1972 and 2,500 tons in 1973. During 1973 it could have shipped 4,500 tons if 45 freight cars were available. It expected to ship 4,500 tons in 1974. Shutdown could affect 420 farm customers and cost each farmer 28 cents per bushel to move by motor truck.

Information for Line Retention Decision

Revenue received by PC		$88,023
Average revenue per carload	$427	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	89,545	
Cost of upgrading branch line to FRA class I (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	51,716	
Total variable (avoidable) cost		141,261
Net contribution (loss): total		(53,238)
Average per carload	(258)	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph).

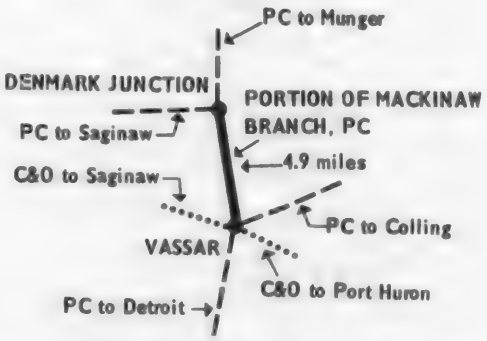
Preliminary Recommendation

It is *not* recommended that the Denmark Junction Branch be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $53,238 or $258 per carload. Recovery of costs would require approximately a 150 percent increase in traffic or a 60 percent rate increase over the 1973 levels. Costs may also be lowered by reducing frequency, although this alone will not make the line viable.

PORTION OF MACKINAW BRANCH

USRA Line No. 444a

Penn Central



This portion of the Mackinaw Branch, formerly part of the New York Central RR, extends from *Vassar* (Milepost 86.2) to *Denmark Junction, Mich.* (Milepost 91.1), a distance of *4.9 miles*, in Tuscola County, Mich. The Mackinaw branch continues west to Saginaw, and south to Oxford and Detroit. The Penn Central branch to Munger comes in at Denmark Junction, and the

branch to Colling meets at Vassar; all Penn Central lines in this area are also under study in this Report. The C&O line to Port Huron crosses at Vassar. This line was not described as potentially excess in the U.S. DOT Report (see Zone 157).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Denmark Jct	84
Total carloads generated by the line	84
Average carloads per week	1.6
Average carloads per mile	17.1
Average carloads per train	1.6
1973 operating information:	
Number of round trips per year	52
Estimated time per round trip (hours)	1
Locomotive horsepower	2,000
Train crew size	4

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report".

Information for Line Retention Decision

Revenue received by PC		$23,943
Average revenue per carload	$285	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	37,304	
Cost of upgrading branch line to FRA Class I (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	15,825	
Total variable (avoidable) cost		53,129
Net contribution (loss): Total		(29,186)
Average per carload	(347)	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.).

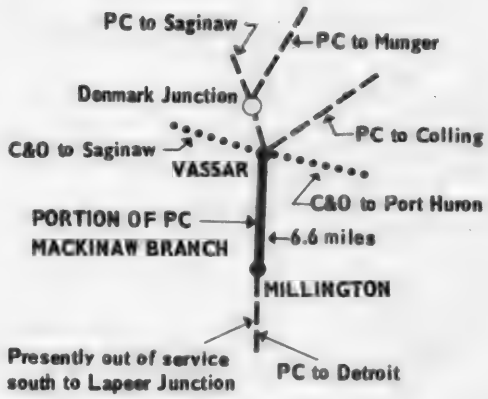
Preliminary Recommendation

It is *not* recommended that this portion of the Mackinaw Branch be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $29,186 or $347 per carload. Recovery of costs would require approximately a 360 percent increase in traffic or a 120 percent rate increase over the 1973 levels.

PORTION OF PC MACKINAW BRANCH

USRA Line No. 445

Penn Central



This portion of the Mackinaw Branch, formerly part of the New York Central RR, extends from *Millington* (Milepost 79.6) to *Vassar, Mich.* (Milepost 86.2), a distance of *6.6 miles*, in Tuscola County, Mich. This segment formed part of the through Detroit-to-Saginaw Line. At Vassar, Penn Central Lines from Denmark Junction and Colling converge. Both these line segments are under study as is the line segment south of Millington to Lapeer Junction. At Vassar this line connects with the Chesapeake & Ohio's Port Huron-to-Saginaw Line. This line was described as potentially excess in the U.S. DOT Report (see Zone 157).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Millington	34
Vassar	695
Total carloads generated by the line	729
Average carloads per week	14.0
Average carloads per mile	110.5
Average carloads per train	7.3
1973 operating information:	
Number of round trips per year	100
Estimated time per round trip (hours)	4.0
Locomotive horsepower	2,000
Train crew size	4

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Services Report".

Information for Line Retention Decision

Revenue received by PC		$150,684
Average revenue per carload	$207	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	83,091	
Cost of upgrading branch line to FRA class I (1/10 of total upgrading cost)	12,638	
Cost incurred beyond the branch line	131,163	
Total variable (avoidable) cost		226,852
Net contribution (loss): Total		(76,258)
Average per carload	(105)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph). Based on available information, this upgrading would include the replacement of a total of 3,195 crossties (an average of 484 crossties per mile).

Preliminary Recommendation

It is *not* recommended that this portion of the Mackinaw Branch be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic revenue and cost levels, this line generates an annual excess financial burden amounting to $76,258 or $105 per carload. Recovery of costs would require approximately a four-fold increase in traffic or a 50 per cent rate increase over the 1973 levels.

PORTION OF MACKINAW BRANCH

USRA Line No. 445a

Penn Central

This portion of the Mackinaw Branch, formerly part of the New York Central RR, extends from *Millington* (Milepost 79.6) to *Lapeer Jct., Mich.* (Milepost 59.8), a distance of *19.8 miles*, in Lapeer and Tuscola Counties, Mich.). This line was described as potentially excess in the U.S. DOT Report (see Zone 156).

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report."

Information for Line Retention Decision

This line does not directly serve any patrons but is occasionally used as an overhead line.

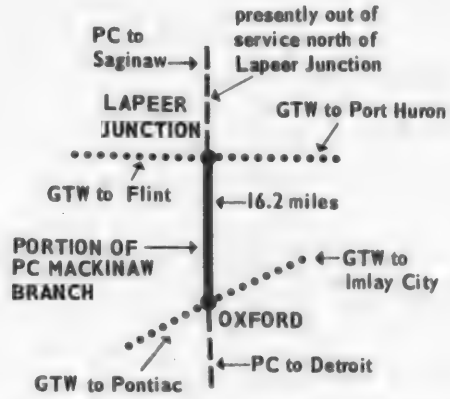
Preliminary Recommendation

It is *not* recommended that this portion of the Mackinaw Branch be included in the ConRail System.

PORTION OF MACKINAW BRANCH

USRA Line No. 445b

Penn Central



This portion of the Mackinaw Branch, formerly part of the New York Central RR, extends from *Oxford* (Milepost 43.6) to *Lapeer Junction*, Mich. (Milepost 59.8), a distance of *16.2 miles*, in Lapeer and Oakland Counties, Mich. This line is part of Penn Central's Detroit-to-Mackinaw City Mackinaw Branch; this line only receives local service. It connects at Lapeer Junction with the Grand Trunk Western's Main Line to Port Huron and at Oxford with their line to Pontiac. This line was described as potentially excess in the U.S. DOT Report (see Zones 155 and 156).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Metamora	21
Lapeer	378
Total carloads generated by the line	399

Average carloads per week	7.7
Average carloads per mile	24.6
Average carloads per train	4.0
1973 operating information:	
Number of round trips per year	100
Estimated time per round trip (hours)	3.0
Locomotive horsepower	2,000
Train crew size	4

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" centered around PC's service to and from firms located in and around Lapeer. Church's Lumber Co. receives 95 percent rail shipments. Transportation costs would increase between 15 and 20 percent if abandonments were approved and its Oxford lumber yard would be closed.

Information for Line Retention Decision

Revenue received by PC		$126,594
Average revenue per carload	$317	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	129,168	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	35,735	
Cost incurred beyond the branch line	81,544	
Total variable (avoidable) cost		246,447
Net contribution (loss): Total		(119,853)
Average per carload	(300)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph). Based on available information, this upgrading would include the replacement of a total of 8,094 crossties (an average of 499 crossties per mile).

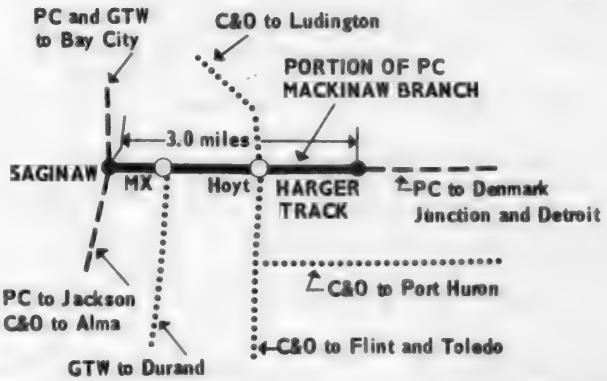
Preliminary Recommendation

It is *not* recommended that this portion of the Mackinaw Branch be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $119,853 or $300 per carload. Recovery of costs would require approximately a 260 per cent increase in traffic or a 95 percent rate increase over the 1973 levels.

PORTION OF MACKINAW BRANCH

USRA Line No. 446

Penn Central



This portion of the Mackinaw Branch, formerly part of the New York Central RR, extends from *Harger Track* (Milepost 17.7) to *Saginaw, Mich.* (Milepost 20.7), a distance of *3.0 miles*, in Saginaw County, Mich. This line is in Zone 159 in the U.S. Department of Transportation Report, "Rail Service in the Midwest and Northeast Region," dated February 1, 1974. At Saginaw this line connects with Penn Central lines to Jackson and Mackinaw (via Bay City) and the C&O to Ludington and Port Huron. The Grand Trunk Western crosses at MX Tower, just east of Saginaw and utilizes PC Trackage to operate from MX to Mershon (north of Saginaw) before going onto their own trackage to operate into Bay City. A third C&O line, running from Saginaw south to Flint and Detroit, crosses at Hoyt. The Mackinaw Branch continues east to Denmark Junction and Detroit. All Penn Central lines in this region are also under study in this Report (see Zone 159).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Saginaw[1]	332
Total carloads generated by the line	332
Average carloads per week	6.4
Average carloads per mile	110.7
Average carloads per train	3.3
1973 operating information:	
Number of round trips per year	100
Estimated time per round trip (hours)	2.0
Locomotive horsepower	2,000
Train crew size	4

[1] Includes only traffic on segment.

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services

Planning Office as reflected in their reports entitled, "The Public Response to the Secretary of Transportation's Rail Service Report."

Information for Line Retention Decision

Revenue received by PC		$96,410
Average revenue per carload	$290	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	44,864	
Cost of upgrading branch line to FRA Class I (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	58,511	
Total variable (avoidable) cost		103,375
Net contribution (loss): total		(6,959)
Average per carload	(21)	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph).

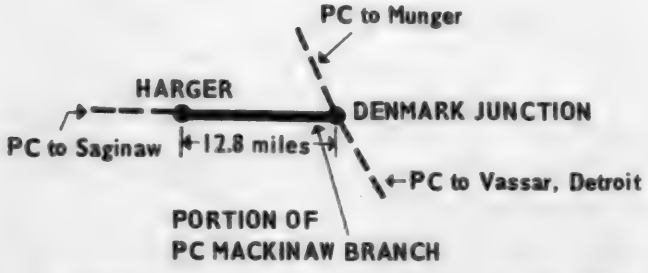
Recommendation

It is recommended that this portion of the Mackinaw Branch be included in the ConRail System. Attempts will be made to acquire trackage rights into the Saginaw Bay City/Midland area (see Line 455).

PORTION OF MACKINAW BRANCH

USRA Line No. 446a

Penn Central



This portion of the Mackinaw Branch, formerly part of the New York Central RR, extends from *Denmark Junction* (Milepost 5.0), to *Harger, Mich.* (Milepost 17.7), a distance of *12.7 miles*, in Tuscola and Saginaw Counties, Mich. This line is a segment of the Penn Central's Detroit to Mackinaw City line which is under study in its entirety. This segment is just east of Saginaw. The Denmark Junction branch, from Denmark Junction, north to Munger is also under study in this Report. This line except for the portion in Tuscola County was described as potentially excess in the U.S. DOT Report (see Zones 157 and 159).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Richville	277
Harger	564
Saginaw[1]	357
Total carloads generated by the line	1,198
Average carloads per week	23.0
Average carloads per mile	94.3
Average carloads per train	10.0
1973 operating information:	
Number of round trips per year	100
Estimated time per round trip (hours)	4.0
Locomotive horsepower	2,000
Train crew size	4

[1] Includes only traffic on segment.

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report."

Information for Line Retention Decision

Revenue received by PC		$373,528
Average revenue per carload	$312	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	126,138	
Cost of upgrading branch line to FRA Class I (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	246,700	
Total variable (avoidable) cost		372,838
Net contribution (loss) total		690
Average per carload		0.59

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph).

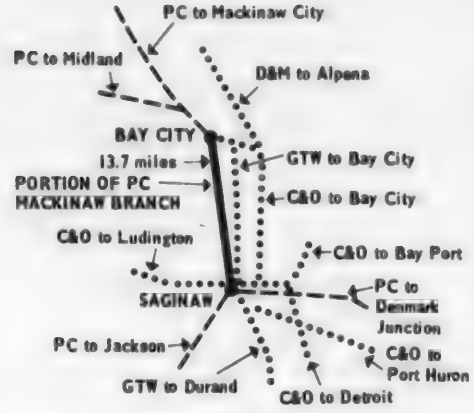
Recommendation

It is recommended that this portion of the Mackinaw Branch be included in the ConRail System. Attempts will be made to acquire trackage rights into the Saginaw/ Bay City/Midland area (See Line 455).

PORTION OF MACKINAW BRANCH

USRA Line No. 447/447a/447b

Penn Central



This portion of the Mackinaw Branch, formerly part of the New York Central RR, extends from *Saginaw* (Milepost 101.5) to *Bay City, Mich.* (Milepost 0.7), a distance of *13.7 miles*, in Saginaw and Bay Counties, Mich. The continuations of this line, to Jackson, Detroit and Mackinaw City are also under study in this Report. At Bay City this line connects with the Chesapeake & Ohio Ry., the GTW and the Detroit & Mackinaw Ry. at Saginaw there are connections with the C&O and the Grand Trunk Western Ry. The GTW utilizes trackage rights over this line near Saginaw (from MX to Mershon) to reach Bay City from Durand. The C&O crosses this line at Mershon. This line was described as potentially excess in the U.S. DOT Report (see Zones 158 and 159).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Saginaw [1]	5,158
Bay City [1]	1,881
Carrollton	654
Zilwaukee	266
Total carloads generated by the line	7,959
Average carloads per week	153.1
Average carloads per mile	581.0
Average carloads per train	22.7
1973 Operating information:	
Number of round trips per year	850
Estimated time per round trip (hours)	8
Locomotive horsepower	4,000
Train crew size	5

[1] Includes only traffic on segment.

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report."

Information for Line Retention Decision

Revenue received by PC		$2,765,088
Average revenue per carload	$347	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	416,322	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	1,988,175	
Total variable (avoidable) cost		2,354,497
Net contribution (loss): Total		401,591
Average per carload	52	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph).

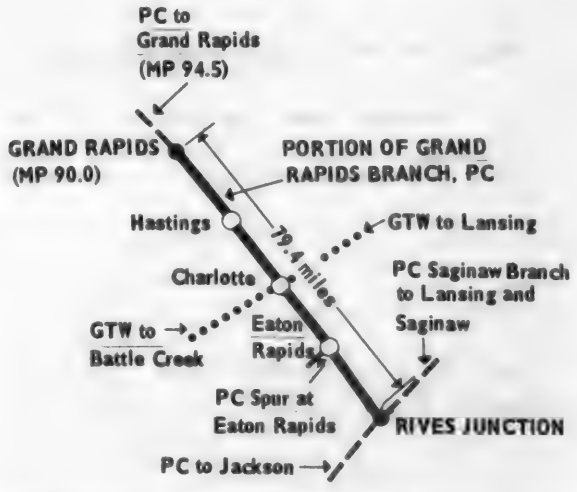
Recommendation

It is recommended that this portion of the Mackinaw Branch be included in the ConRail System. Attempts will be made to acquire trackage rights into the Saginaw/Bay City/Midland area (see Line 455a).

PORTION OF GRAND RAPIDS BRANCH

USRA Line No. 451/452/453

Penn Central



This portion of the Grand Rapids Branch, formerly part of the New York Central RR, extends from *Rives Junction* (Milepost 10.6) to *Grand Rapids, Mich.* (Milepost 88.1), a distance of *77.5 miles*, in Kent, Barry, Eaton, Ingham and Jackson Counties, Mich. This line runs from the Jackson Branch at Rives Junction, to Grand Rapids; the branch continues for an additional four and one-half miles past the end of this line seg-

ment, all within the city of Grand Rapids. The Saginaw Branch and an industrial spur at Eaton Rapids are also under study in this Report. The Main Line of the Grand Trunk Western crosses at Charlotte. The Penn Central has filed a petition to abandon the portion of this line between Charlotte and Hastings, ICC Docket No. AB–5–Sub. 150. This line was described as potentially excess in the U.S. DOT Report (see Zones 149, 152, 161, and 163).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Onondaga	0
Eaton Rapids	689
Charlotte	453
Chester	2
Vermontville	80
Nashville	14
Hastings	204
Middleville	8
Caledonia	94
Dutton	9
Total carloads generated by the line	1,553
Average carloads per week	28.9
Average carloads per mile	20.0
Average carloads per train	15.5
1973 operating information:	
Number of round trips per year	100
Estimated time per round trip (hours)	11.5
Locomotive horsepower	4,000
Train crew size	4

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report."

Information for Line Retention Decision

Revenue received by PC		$606,220
Average revenue per carload	$390	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	677,758	
Cost of upgrading branch line to FRA Class I (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	303,841	
Total variable (avoidable) cost		981,599
Net contribution (loss): total		(375,379)
Average per carload	(242)	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.)

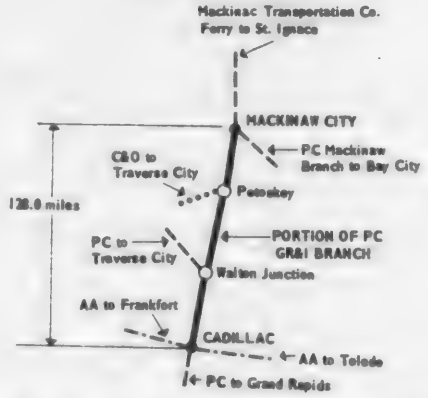
Preliminary Recommendation

It is *not* recommended that this portion of the Grand Rapids Branch be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $375,379 or $242 per carload. Recovery of costs would require approximately a 125 percent increase in traffic or a 60 percent rate increase over the 1973 levels.

PORTION OF THE GR&I BRANCH

USRA Line No. 454

Penn Central



This portion of the GR&I Branch, formerly part of the Pennsylvania RR, extends from *Cadillac* (Milepost 331.8) to *Mackinaw City, Mich.* (Milepost 459.8), a distance of *128.0 miles*, in Wexford, Kalkaska, Grand Traverse, Antrim, Emmet, Charlevoix and Cheboygan Counties, Mich. This line is the northern portion of Penn Central's GR&I branch. Its southern extension (to Grand Rapids), its northern connection, the Mackinaw Branch, a branch from Walton Junction to Traverse City, and the Ann Arbor line which crosses at Cadillac are all also under study elsewhere in this Report. The C&O's line through northern Michigan connects at Petoskey. The Penn Central has filed petitions to abandon this line, ICC Docket No. AB–5–Sub. 159, USRA Docket No. 75–57. This line was described as potentially excess in the DOT Report (Zone 165).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Cadillac	257
Missaukee Junction	153
Manton	70
Walton Junction	29
Fife Lake	2
South Boardman	61
Kalkaska	344
Antrim	33
Mancelona	38

Alba	1
Elmira	29
Boyne Falls	53
Petoskey	235
Kegomic	8
Alanson	0
Pellston	33
Levering	0
Total carloads generated by the line	1,346
Average carloads per week	25.9
Average carloads per mile	10.5
Average carloads per train	13.5
1973 operating information:	
Number of round trips per year	100
Estimated time per round trip (hours)	12
Locomotive horsepower	4,000
Train crew size	4

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that the majority of shippers who testified at the hearings were citing traffic data for the Cadillac area. Only two of the firms at Cadillac cited traffic growth for future years: Red Mill Lumber projected an increase from 29 carloads in 1973 to between 39 and 42 carloads in future years; Brooks and Perkins projected an increase from 79 carloads in 1973 to 94 carloads in future years. A team track at Kalkaska (milepost 371.5) is the site where nineteen companies are currently receiving about 286 carloads of drilling pipe. The testimony record is unclear as to the expected time frame of this pipeline traffic (for construction & exploration purposes), and lacks detail as to whether rail or pipelines will haul any crude oil to market.

Strong opposition to abandonment came from the Cadillac Area Chambers of Commerce whose members utilize 302 cars. Manufacturing and wholesaling account for 60% of the economy of the Cadillac Area. Points in terms of industrial growth are: (1) Cadillac Malleable Iron Co. is planning an addition; (2) a lumber processing firm is expected to enter the area; (3) the Transit Services Co. is going to load and unload freight cars as part of a warehousing operation; (4) a recent discovery of oil and gas wells in the area will bring the need for more cars; (5) the development of an industrial park which has received EDA financing; (6) movement of industry from the city to rural areas.

As a result of a 304(f) abandonment notice, USRA has received correspondence from a wide cross-section of people. Governor Milliken stated that public hearings will be held both for USRA's preliminary plan and the State's own preliminary plan, and that no abandonments should take place until Michigan's plan is final. This action will preserve the State's option to seek Title Four rail subsidy funds. The Michigan Association of Railroad Passengers objected to the abandonment and expressed the hope that the State's Rail Bond Issue could be used to restore passenger service on the Grand Rapids to Mackinaw City line. Inco Services, Northern Propane Gas (Cadillac) and the Northwest Michigan Planning Commission also filed letters of objection. Inco Services said that they had 2 years to run on a contract for a warehouse at Kalkaska where delivery pipe is received.

Information for Line Retention Decision

Revenue received by PC		$526,098
Average revenue per carload	$391	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	932,390	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	225,423	
Cost incurred beyond the branch line	269,421	
Total variable (avoidable) cost		1,427,234
Net contribution (loss): total		(901,136)
Average per carload	(669)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph). Based on available information, this upgrading would include the replacement of a total of 38,846 crossties (an average of 303 crossties per mile).

Preliminary Recommendation

It is *not* recommended that this portion of the GR&I Branch be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $901,136 or $669 per carload. Recovery of costs would require approximately a 350 per cent increase in traffic or a 170 per cent rate increase over the 1973 levels.

PORTION OF GR & I BRANCH

USRA Line No. 454a

Penn Central

This portion of the GR&I Branch, formerly part of the Pennsylvania RR, extends from *Cedar Springs* (Milepost 257.9) to *Cadillac, Mich.* (Milepost 331.8), a distance of *73.9 miles*, in Mecosta, Kent, Montcalm, Osceola, and Wexford Counties, Mich. This line is a segment of the Penn Central's Grand Rapids & Indiana Branch; both its northern and southern exten-

sions are also under study in this Report. At Reed City, the C&O Ludington-Saginaw line crosses and at Cadillac the Ann Arbor Railroad (also under study in this report) crosses en route from Toledo and Owosso to Frankfort. Penn Central has filed to abandon the entire GR&I branch north of Cedar Springs, ICC Docket No. AB–5, Sub. 159 and USRA Docket No. 75–57. This line was described as potentially excess in the U.S. DOT Report (see Zones 163, 164, and 165).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Sand Lake	8
Pierson	9
Howard City	3
Morley	0
Stanwood	13
Big Rapids	109
Reed City	82
Leroy	7
Tustin	2
Total carloads generated by the line	233
Average carloads per week	4.5
Average carloads per mile	3.2
Average carloads per train	2.3
1973 operating information:	
Number of round trips per year	100
Estimated time per round trip (hours)	6.0
Locomotive horsepower	2,000
Train crew size	4

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that most of the specific testimony came from shippers located in the outskirts of Grand Rapids, Cedar Springs, Big Rapids and Reed City. Michigan-Wisconsin Pipeline Company expressed a need for this line in order to complete a pipeline construction project. The project, of short term, would generate 332 carloads over several years. Traffic data was supplied for 1973 carloads for Central Concrete Company, Big Rapids Box Company and Michigan Cigar Company. No projections of future business growth were noted other than another short term projection for a second pipeline project. The Farm Bureau of Stanwood and Consumers Power Company (light poles, wire, etc.) presented no traffic data. USRA received correspondence from the Shell Oil Company, which stated that the firm is exploring for oil in Michigan and will be bringing in 1,600 tons of pipe in 1974, and 2,500 tons of pipe in 1975 and again in 1976. Based on an estimate of 3½ tons per car, Shell Oil projects 450 carloads in 1974 and 715 carloads in both 1975 and 1976. A Big Rapids shipper wrote and explained how the abandonment of this line would leave shippers at the mercy of the "Teamsters Union monopoly." The Council of Reed City forwarded a resolution stating amongst other factors that since there appears to be a future possibility for subsidy assistance, that this line should not be abandoned.

Information for Line Retention Decision

Revenue received by PC		$70,209
Average revenue per carload	$301	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	516,196	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	126,451	
Cost incurred beyond the branch line	45,405	
Total variable (avoidable) cost		688,052
Net contribution (loss): total		(617,843)
Average per carload	(2,692)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph). Based on available information, this upgrading would include the replacement of a total of 20,118 crossties (an average of 272 crossties per mile).

Preliminary Recommendation

It is *not* recommended that this portion of the GR & I Branch be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $617,843 or $2,692 per carload. Recovery of costs would require approximately a 25-fold increase in traffic or an 895 percent rate increase over the 1973 levels.

PORTION OF THE SAGINAW BRANCH

USRA Line No. 455

Penn Central

(map not available)

This portion of the Saginaw Branch, formerly part of the New York Central RR, extends from *Jackson* (Milepost 0.0) to *Lansing, Mich.* (Milepost 40.0), a distance of *40.0 miles*, in Jackson, Ingham, Clinton, Shiawassee and Saginaw Counties, Mich. At Jackson, Penn Central lines to Kalamazoo, Detroit, Elkhart and Van Wert meet, with the latter also under study in this Report. Another connection under study is the PC line to Grand Rapids at Rives Junction. Additional connections are the GTW's Jackson-Pontiac line at Jackson, the C&O's Grand Rapids-Detroit line and the GTW main line at Lansing. This line except for short portions near Lansing was described as potentially excess in the U.S. DOT Report (see Zones 152 and 161).

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that although Zone 161 is heavily dependent upon both agriculture and manufacturing for its economic base, the bulk of the statements came from agricultural sources located near Lansing. One reason could be that only six of the approximately 23 grain elevators in the area would continue to receive rail service is DOT's recommendations were implemented. A representative of the Tri-County Regional Planning Commission (Clinton, Eaton and Ingham) noted that several firms considering location have listed rail service as a prerequisite. DOT would eliminate PC at Lansing but retain the GTW and the Chessie system; however, the Lansing Metropolitan Development Authority pointed out that the bulk of the Lansing traffic originates on PC.

Information for Line Retention Decision

This line is required as a primary feeder line to Lansing, therefore local rail service will be provided to all shippers on the line.

Recommendation

It is recommended that this portion of Saginaw Branch be included in the ConRail System

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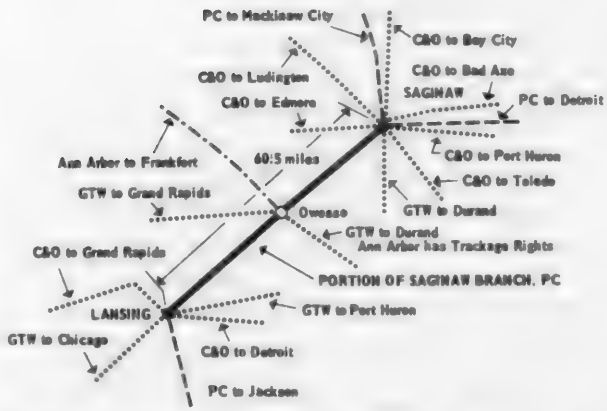
PORTION OF THE SAGINAW BRANCH

USRA Line No. 455a

Penn Central



This portion of the Saginaw Branch, formerly part of the New York Central RR, extends from *Lansing* (Milepost 40.0), to *Saginaw* (Milepost 101.5) a distance of *61.5 miles*, in Clinton, Sciawasee, and Saginaw Counties, Mich. At Lansing, this line connects with the southern portion of the Saginaw Branch, also under study in this Report. At Saginaw, this line connects with the PC lines to Bay City and to Vassar, both of which are also being studied in this Report. The Grand Trunk Western and the Ann Arbor cross this branch at Owosso. The Ann Arbor line is also under study in this Report. Solvent carriers with which the PC branch connects include: the C&O and GTW at both Lansing and Saginaw. This line was, except for short portions near Lansing and Owasso, described as potentially excess in the US DOT Report (see Zones 19, 160, and 161).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Laingsburg	5
Bennington	1
Owosso	214
Menderson	91
Oakley	24
Chesaning	246
Fergus	7
St. Charles	29
Saginaw[1]	801
Total carloads generated by the line	1,418
Average carloads per week	27.3
Average carloads per mile	23.1
Average carloads per train	4.1
1973 operating information:	
Number of round trips per year	350
Estimated time per round trip (hours)	7
Locomotive horsepower	2,500
Train crew size	4

[1] Includes only traffic on this segment.

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicates that Consumers Power Company has a power plant at Essexville to which 1.4 million tons of coal moves each year from Sunny Hill, Ohio via an interchange at Owosso. The power company expects its Essexville plant to be the site of a coal gassification plant sometime in the future, which would increase Saginaw Branch traffic between Owosso and Saginaw. The Chesaning Farm Cooperative felt that it could increase its rail business by 20 to 40 cars, if the cars were available. The McDonald Cooperative Dairy stated that they need rail service in order to move both bulk and liquid products at competitive prices. A mobile home builder at Chesaning needs rail service in order to move its over-sized Chessie frames via rail.

Information for Line Retention Decision

Revenue received by PC		$732,787
Average revenue per carload	$517	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	615,370	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	361,353	
Total variable (avoidable) cost		976,723
Net contribution (loss): total		(243,936)
Average per carload	(172)	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph). A major upgrading is required, however, to bring the line up to a reasonable level of operating efficiency for the handling of Saginaw traffic.

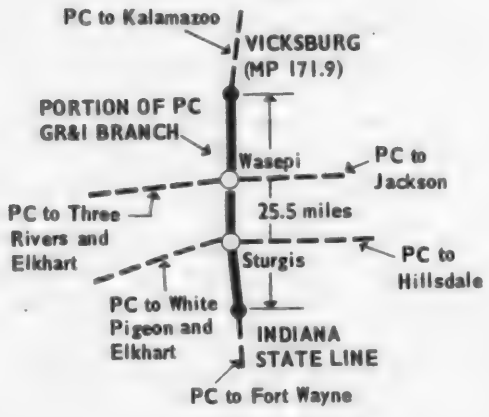
Preliminary Recommendation

It is *not* recommended that this portion of the Saginaw Branch be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $243,936 or $172 per carload. Recovery of costs would require approximately a 65 percent increase in traffic or a 33 percent rate increase over the 1973 levels. This line may be retained if trackage rights cannot be obtained to handle the Saginaw traffic.

PORTION OF GR&I BRANCH

USRA Line No. 456/457/458

Penn Central



This portion of the GR&I Branch, formerly part of the Pennsylvania RR, extends from *State Line* (Milepost 146.4) to *Vicksburg, Mich.* (Milepost 171.9), a distance of *25.5 miles*, in St. Joseph and Kalamazoo Counties, Mich. This line is a segment of the Penn Central's GR&I Branch which is under study in this Report. At Wasepi, the Penn Central's Three Rivers-Jackson-Elkhart Branch, also under study in this Report, crosses and at Sturgis the line from Elkhart to Hillsdale intersects the GR&I Branch. The crossing at Wasepi has been removed and the northern portion of this line has been connected to the PC's Elkhart-Jackson line to allow through movement at Three Rivers-Wasepi-Kalamazoo. Penn Central has filed a petition to abandon this line. ICC Docket No. AB–5, Sub. 172 and USRA Docket No. 75–58 cover the

stretch of the GR&I track from Kendallville, Ind., to Wasepi, which includes the portion of this line between Wasepi and State Line. This line was described as potentially excess in the U.S. DOT Report (see Zones 150 and 151).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Sturgis[1]	1,473
Nottawa	5
Mendon	93
Total carloads generated by the line	1,571
Average carloads per week	30.3
Average carloads per mile	61.8
Average carloads per train	6.3
1973 operating information:	
Number of round trips per year	250
Estimated time per round trip (hours)	6.0
Locomotive horsepower	1,750
Train crew size	5

[1] Includes only traffic on segment.

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report."

Information for Line Retention Decision

Revenue received by Penn Central		$544,425
Average revenue per carload	$347	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	297,779	
Cost of upgrading branch line to FRA Class I (1/10 of total upgrading cost)	42,476	
Cost incurred beyond the branch line	301,976	
Total variable (avoidable) cost		642,231
Net contribution (loss): total		(97,806)
Average per carload	(62)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph). Based on available information, this upgrading would include the replacement of a total of 7000 crossties (an average of 275 crossties per mile). Sturgis Iron and Metal Co. decided to expand on a new 55-acre site south of Sturgis adjacent to the GR&I Branch. The site was picked mainly because of the access to GR&I. The company has bought "all necessary railroad tracks, ties, spikes and switches" and, in addition, a switch engine, a huge scale and a shredder. The new mill "is capable of putting out 80 tons per hour" and this capacity would require 12 gondolas per day; that is, inbound and outbound, at 70 tons per car (840 tons per day). The company is considering further expansion, but no decision can be made without a firm commitment from the railroad.

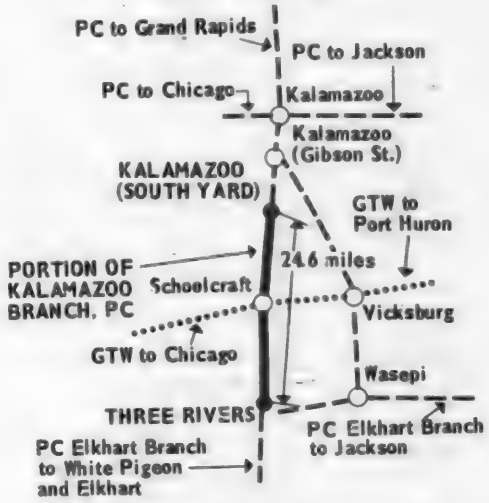
Preliminary Recommendation

Although the preliminary recommendation is that this portion of the GR&I not be included in the ConRail System, the possibility of immediately increasing revenue must be explored before a final recommendation can be made. Without immediately increasing revenue, continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $97,806 or $62 per carload. Recovery of costs would require approximately a 40 percent increase in traffic or an 18 percent rate increase over the 1973 levels.

PORTION OF KALAMAZOO BRANCH

USRA Line No. 458a

Penn Central



This portion of the Kalamazoo Branch, formerly part of the New York Central RR, extends from *Three Rivers* (Milepost 9.5) *to Kalamazoo* (*South Yard*), *Mich.* (Milepost 34.1), a distance of *24.6 miles*, in Kalamazoo and St. Joseph Counties, Mich. This line's northern extension through Kalamazoo to Grand Rapids is also under study in this Report. Connections to the GR&I branch and the Chicago-Detroit PC line can be made several miles north of South Yard, Kalamazoo. At Schoolcraft the GTW Main Line crosses and at Three Rivers the PC Elkhart Branch connects the east end of the Elkhart Branch (from Three Rivers to Jackson), which is also under study in this Report. This line was

not described as potentially excess in the U.S. DOT Report (see Zones 150 and 151).

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that several businesses on this line have made investments which will most likely increase the use of rail service.

Information for Line Retention Decision

This line is required for through freight service, therefore local rail service will be provided to all shippers located on the line.

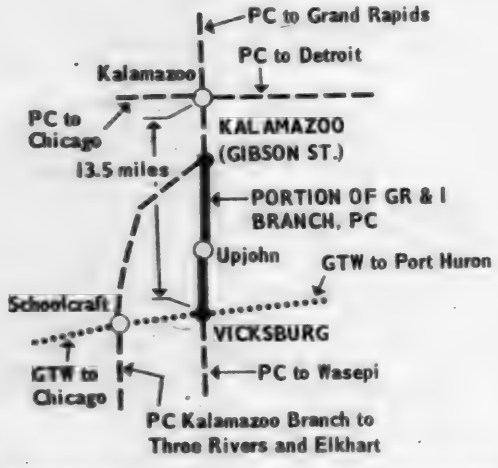
Recommendation

It is recommended that this portion of the Kalamazoo Branch be included in the ConRail System.

PORTION OF GR&I BRANCH

USRA Line No. 459/459a

Penn Central



This portion of the GR&I Branch, formerly part of the Pennsylvania RR, extends from *Vicksburg* (Milepost 177.9) to *Kalamazoo, Mich.* (Milepost 185.4), a distance of *13.5 miles*, in Kalamazoo County, Michigan. The continuations of the GR&I Branch, north to Grand Rapids and south to Wasepi, and the Kalamazoo Branch which connects at Kalamazoo (Gibson Street) are also under study in this report. The GTW Main Line crosses at Vicksburg. Connections to the PC Chicago-Detroit line are made north of Kalamazoo (Gibson Street). The portion of this line between Upjohn and Vicksburg was described as potentially excess in the U.S. DOT Report (see Zone 151).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Vicksburg	851
Indianfield	1,403
Kalamazoo [1]	2,735
Total carloads generated by the line	4,989
Average carloads per week	95.9
Average carloads per mile	369.6
Average carloads per train	20.0
1973 operating information:	
Number of round trips per year	250
Estimated time per round trip (hours)	6
Locomotive horsepower	1,750
Train crew size	5

[1] Includes only traffic on segment.

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that Union Camp Corp. at Indianfield, generated 460 carloads in 1972 and 513 carloads in 1973. It claimed that this traffic together with Upjohn's 1958 annual carloads is sufficient to require service on the Vicksburg to Kalamazoo segment of the line. The Kalamazoo Chamber stated that the Simpson-Lee Paper Co. generates 950 annual carloads.

Information for Line Retention Decision

Revenue received by PC		$1,570,944
Average revenue per carload	$315	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	285,098	
Cost of upgrading branch line to FRA class I: (1/10 of total upgrading cost)	24,212	
Cost incurred beyond the branch line	868,015	
Total variable (avoidable) cost		1,177,325
Net contribution (loss): total		393,619
Average per carload	79	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 3,400 crossties (an average of 252 crossties per mile).

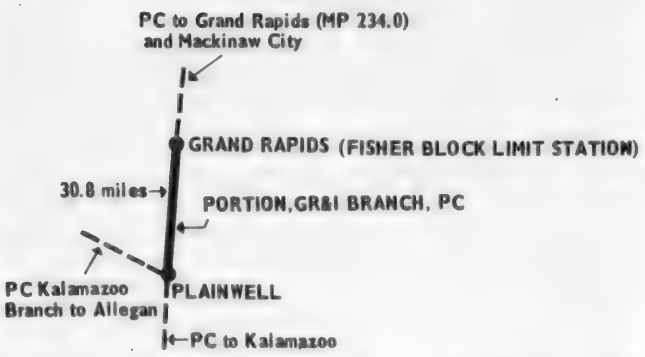
Recommendation

It is recommended that this portion of the GR&I Branch be included in the ConRail System.

PORTION OF GR&I BRANCH

USRA Line No. 460

Penn Central



This portion of the GR&I Branch, formerly part of the Pennsylvania RR, extends from *Plainwell* (Milepost 196.7) to *Fishey* (*Grand Rapids*), *Mich.* (Milepost 227.5), a distance of *30.8 miles*, in Kent, Allegan, and Kalamazoo Counties, Mich. This line is a segment of the Penn Central's GR&I Branch, its northern and southern extensions and the Kalamazoo Branch which connects at Plainwell are also under study in this Report. This line was described as potentially excess in the U.S. DOT Report (see Zones 149 and 163).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Martin	159
Shelbyville	0
Bradley	0
Wauland	692
Moline	2
Carlisle	153
Fisher	299
Grand Rapids[1]	240
Total carloads generated by the line	1,545
Average carloads per week	29.7
Average carloads per mile	50.2
Average carloads per train	5.6
1973 operating information:	
Number of round trips per year	275
Estimated time per round trip (hours)	8.0
Locomotive horsepower	2,000
Train crew size	5

[1] Includes only traffic on segment.

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicates the parallel PC line (Grand Rapids to Kalamazoo) serves the communities between Grand Rapids and Plainwell. The Michigan Association of Railroad Passengers requested that the line be preserved in order that it might be used as the connecting line to the east-west passenger service presently being provided at Kalamazoo.

Information for Line Retention Decision

Revenue received by PC		$467,626
Average revenue per carload	$303	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	380,466	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	235,066	
Total variable (avoidable) cost		615,532
Net contribution (loss): total		(147,906)
Average per carload	(96)	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards. A number of business dependent rail service described investment in plant or equipment, e.g., the Plainwell Paper Co. plans to increase its rail use over the next 5 years as a result of its $15 million investment in new machinery. Pet, Inc., plans to increase its plant by an additional 40,000 square feet, thus increasing future car needs.

This line is the best link between the Grand Rapids market proper and the ConRail through route system at Kalamazoo. It requires no rehabilitation to FRA Class I and has greater on-line traffic than alternate routes.

Recommendation

It is recommended that this portion of the GR–I be included in the ConRail System. In addition, all shippers within the yard limits of Grand Rapids as well as those on line 461a will be served.

PORTION OF GR&I BRANCH

USRA Line No. 461

Penn Central

This portion of the G.R. & I Branch, formerly part of the Pennsylvania RR, extends from *Comstock Park*

(Milepost 239.4) to *Cedar Springs, Mich.* (Milepost 257.9), a distance of *18.5 miles*, in Kent County, Mich. This line is a segment of the Penn Central's Grand Rapids & Indiana Branch; both its northern and Southern extensions are also under study in this Report. This line was described as potentially excess in the U.S. DOT Report (see Zone 163).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
S. Rockford	74
Rockford	169
Cedar Springs	337
Total carloads generated by the line	580
Average carloads per week	11.2
Average carloads per mile	31.4
Average carloads per train	5.8
1973 operating information:	
Number of round trips per year	100
Estimated time per round trip (hours)	3.0
Locomotive horsepower	2,000
Train crew size	4

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that Rockford Paper Mill had diverted 18,000 tons of coal from the Penn Central because of car shortages and inefficient service. Martin Marietta and Wolverine Worldwide both projected traffic increases.

Information for Line Retention Decision

Revenue received by PC:		$131,258
Average revenue per carload	$226	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	153,617	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	28,953	
Cost incurred beyond the branch line	105,070	
Total variable (avoidable) cost		287,640
Net contribution (loss): Total		(156,382)
Average per carload	(270)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 5,036 crossties (an average of 272 crossties per mile). Martin Marietta at Cedar Springs projected 364 carloads of limestone and magnesium at the RSPO heaings. Wolverine Worldwide of Rockford projected traffic growth from 157 cars in 1973 to 223 carloads.

Preliminary Recommendation

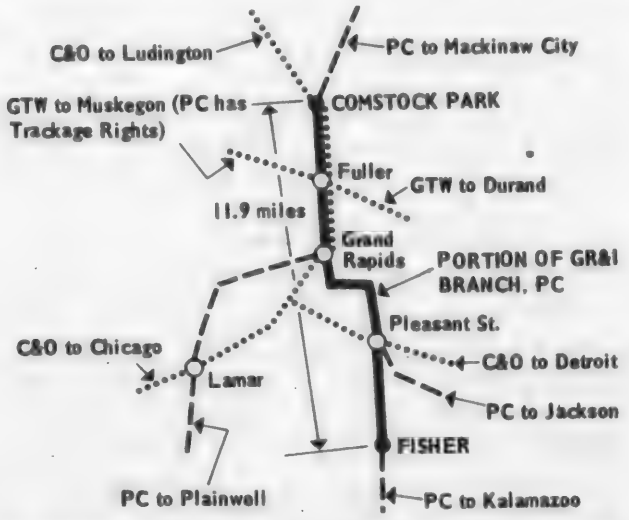
It is *not* recommended that this portion of the GR&I Branch be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $156,382 or $270 per carload. Recovery of costs would require approximately a 600-fold increase in traffic or a 120 percent rate increase over the 1973 levels.

PORTION OF THE GR&I BRANCH

USRA Line No. 461a

Penn Central

This portion of the GR&I Branch, formerly part of the Pennsylvania RR, extends from *Grand Rapids* (Milepost 234.0) to *Comstock Park, Michigan*, (Milepost 239.4), a distance of *5.4 miles*, in Kent County, Mich. This line is a portion of the Grand Rapids & Indiana Branch. Its northern and southern extensions, and connecting PC lines to Muskegon, Jackson and a second line to Kalamazoo (parallel to the GR&I branch) are also under study in the Report. At Comstock Park the C&O line to Traverse City crosses. At Grand Rapids the Grand Trunk Western's Muskegon-to-Owosso line and C&O lines to Holland, Traverse City, and Lansing cross. This line was not described as potentially excess in the U.S. DOT Report (see Zone 163). The map illustrating this segment shows 11.9 miles of line under study. Only the northern 5.4 miles between Comstock Park and Grand Rapids is discussed here.



Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report."

Information for Line Retention Decision

This line serves the majority of Grand Rapids traffic ($12 million in revenues). This traffic is profitable.

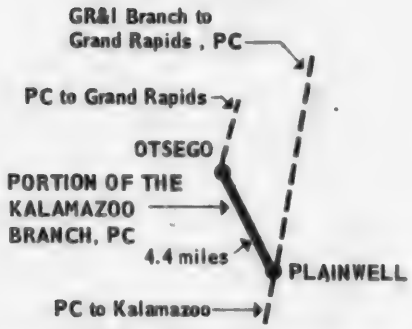
Recommendation

It is recommended that this portion of the GR&I be included in the ConRail System.

PORTION OF KALAMAZOO BRANCH

USRA Line No. 463

Penn Central



This portion of the Kalamazoo Branch, formerly part of the New York Central RR, extends from *Plainwell* (Milepost 48.1), to *Otsego, Mich.* (Milepost 52.5), a distance of *4.4 miles*, in Allegan County, Mich. A continuation of this line extends northward from Otsego, which sector is also under study in this Report. The line connects with the PC GR&I Branch at Plainwell which runs parallel to the Kalamazoo Branch and is also under study in this Report. This line was not described as potentially excess in the U.S. DOT Report (see Zone 149).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Otsego	3,439
Total carloads generated by the line	3,439
Average carloads per week	66.1
Average carloads per mile	781.6
Average carloads per train	13.8
1973 operating information:	
Number of round trips per year	250
Estimated time per round trip (hours)	9
Locomotive horsepower	1,750
Train crew size	3

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report."

Information for Line Retention Decision

Revenue received by PC		$1,005,863
Average revenue per carload	$292	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	190,974	
Cost of upgrading branch line to FRA class I (1/10 of total upgrading cost)	7,355	
Cost incurred beyond the branch line	591,879	
Total variable (avoidable) cost		790,208
Net contribution (loss): total		215,655
Average per carload	63	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph). Based on available information, this upgrading would include the replacement of a total of 142 crossties (an average of 32 crossties per mile).

Recommendation

It is recommended that this portion of the Kalamazoo Branch be included in the ConRail System.

PORTION OF THE KALAMAZOO BRANCH

USRA Line No. 463a

Penn Central

(Map not available)

This portion of the Kalamazoo Branch, formerly part of the New York Central RR, extends from *Otsego*

(Milepost 52.5) to *Dorr, Michigan* (Milepost 77.0), a distance of *24.5 miles*, in Kalamazoo and Allegan Counties, Michigan. Continuation of this line extends northward from Dorr and southeastward from Otsego; these are also under study in this Report. This line connects with the Chesapeake & Ohio line to Muskegon at Allegan. PC has filed petitions to abandon this line between Otsego and Lamar (ICC Docket No. AB–5, USRA Docket No. 75–60). This line was described as potentially excess in the U.S. DOT Report (see Zone 149).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Allegan	26
Hopkins	23
Dorr	155
Total carloads generated by the line	204
Average carloads per week	3.9
Average carloads per mile	8.3
Average carloads per train	4.6
1973 operating information:	
Number of round trips per year	44
Estimated time per round trip (hours)	8
Locomotive horsepower	1,750
Train crew size	3

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report." A letter received from the Village Clerk of Hopkins, Mich. indicates that local farmers are concerned about the possible effects of abandonment. Highway bridges in the area are inadequate to meet the traffic demands.

Information for Line Retention Decision

Revenue received by PC		$54,026
Average revenue per carload	$265	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	179,158	
Cost of upgrading branch line to FRA class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	33,764	
Total variable (avoidable) cost		212,922
Net contribution (loss): total		(158,896)
Average per carload	(778)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph). Based on available information, this upgrading would include the replacement of a total of 792 crossties (an average of 32 crossties per mile).

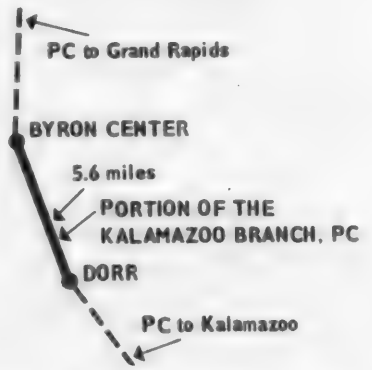
Preliminary Recommendation

It is *not* recommended that this portion of the Kalamazoo Branch be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $158,896 or $778 per carload. Recovery of costs would require approximately an eight-fold increase in traffic or a 295 percent rate increase over the 1973 levels.

PORTION OF THE KALAMAZOO BRANCH

USRA Line No. 463b

Penn Central



This portion of the Kalamazoo Branch, formerly part of the New York Central RR, extends from *Dorr* (Milepost 77.0) to *Byron Center, Mich.* (Milepost 82.6), a distance of *5.6 miles*, in Allegan and Kent Counties, Michigan. Continuation of this line extends southward from Dorr and northward from Byron Center. Both of these continuations are also under study in this Report. PC has filed petitions to abandon this line between Otsego and Lamar, ICC Docket No. AB–5, USRA Docket No. 75–60. This line was described as potentially excess in the U.S. DOT Report (see Zones 149 and 163).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Byron Center	41
Total carloads generated by the line	41
Average carloads per week	0.8
Average carloads per mile	7.3
Average carloads per train	6.8
1973 operating information:	
Number of round trips per year	6
Estimated time per round trip (hours)	1.0
Locomotive horsepower	1,750
Train crew size	3

Information Provided by RSPO, Shippers, Government Agencies

No information was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report".

Information for Line Retention Decision

Revenue received by PC		$8,735
Average revenue per carload	$213	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	37,582	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	3,848	
Cost incurred beyond the branch line	5,417	
Total variable (avoidable) cost		46,847
Net contribution (loss): total		(38,112)
Average per carload	(930)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph). Based on available information, this upgrading would include the replacement of a total of 181 crossties (an average of 32 crossties per mile).

Preliminary Recommendation

It is *not* recommended that this portion of the Kalamazoo Branch be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $38,112 or $930 per carload. Recovery of costs would require approximately an eleven-fold increase in traffic or a 437 percent rate increase over the 1973 levels.

PORTION OF THE KALAMAZOO BRANCH

USRA Line No. 463d

Penn Central

This portion of the Kalamazoo Branch, formerly of the New York Central RR, extends from *Lamar* (Milepost 89.8) to *Grand Rapids, Mich.* (Milepost 94.5), a distance of *4.7 miles*, in Kent County, Mich. A continuation of this line extends southward from Lamar; which is also under study in this Report. This line connects with the Waverly to Grand Rapids line of the Chesapeake & Ohio at Lamar. In addition, this line connects with the PC GR&I Branch and the PC line to Jackson at Grand Rapids; which are also under study in this Report. This line was described as potentially excess in the U.S. DOT Report (see Zone 163).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Wyoming	123
Wentworth	3
Eagle Mills	40
Total carloads generated by the line	166
Average carloads per week	3.2
Average carloads per mile	35.3
Average carloads per train	3.2
1973 operating information:	
Number of round trips per year	52
Estimated time per round trip (hours)	2.0
Locomotive horsepower	1,200
Train crew size	4

Information Provided by RSPO, Shipping, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report."

Information for Line Retention Decision

Revenue received by PC		$42,375
Average revenue per carload		$255
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	47,998	
Cost of upgrading branch lines to FRA class I (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	28,464	
Total variable (avoidable) cost		76,462
Net contribution (loss): Total		(34,087)
Average per carload		(205)

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph).

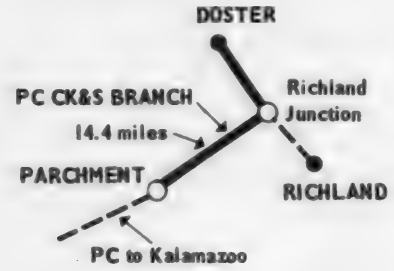
Preliminary Recommendation

It is *not* recommended that this portion of the Kalamazoo branch be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $34,087 or $205 per carload. Recovery of costs would require approximately a 240 percent increase in traffic or an 80 percent rate increase over the 1973 levels.

CHICAGO, KALAMAZOO AND SAGINAW BRANCH

USRA Line No. 464/465

Penn Central



The Chicago, Kalamazoo and Saginaw Branch, formerly part of the New York Central RR, extends from *Richland Junction* (Milepost 36.0) to *Parchment* (Milepost 42.3) and from *Richland Junction* (Milepost 0.0) to *Doster, Mich.* (Milepost 8.1), a total *distance of 14.4 miles*, in Kalamazoo County, Michigan. This line continues from Parchment to Kalamazoo where it connects with diverging lines; also from Richland Junction to Richland. Penn Central has filed a petition to abandon the CK&S Branch from Parchment to Richland Junction and from Doster to Richland, ICC Docket Number 26706. The ICC approved abandonment but then stayed their approval. This line was not shown in the U.S. DOT Report (see Zone 151).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Highland Park	9
Richland	100
Doster	43
Total carloads generated by the line	152
Average carloads per week	3
Average carloads per mile	11
Average carloads per train	4
1973 operating information:	
Number of round trips per year	40
Estimated time per round trip (hours)	5.5
Locomotive horsepower	1,500
Train crew size	4

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that the Richland Farm Service Company generated 66 and 67 carloads of freight in 1972 and 1973, respectively. The Doster Lumber Co. received 54 carloads of lumber in 1973. The former complained of poor rail service, causing it to ship goods via truck resulting in higher shipping costs. The latter stated that truck freight service is not economically feasible due to the nature of their shipments. Testimony received from Leo Filipowicz of the Richland Farm Service Company indicated that his firm shipped 38 carloads in 1973, and had service been adequate they would have used more. He also noted the potential hazards to the community of shipping by truck.

Information for Line Retention Decision

Revenue received by PC		$56,480
Average revenue per carload	$372	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	108,440	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	86,977	
Total variable (avoidable) cost		140,417
Net contribution (loss): total		(83,937)
Average per carload	(552)	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph).

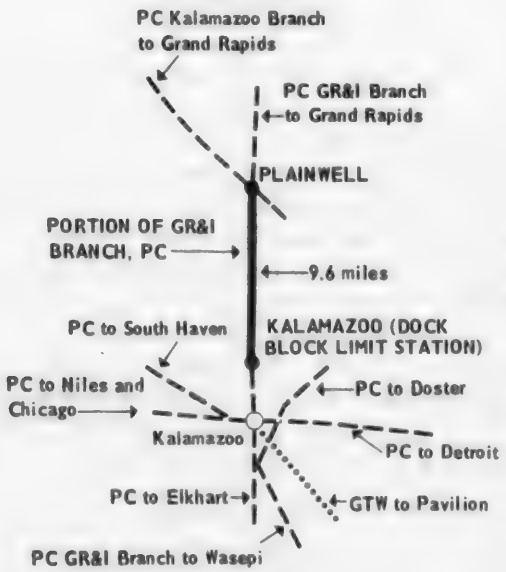
Preliminary Recommendation

It is *not* recommended that the Chicago, Kalamazoo and Saginaw Branch be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $83,937 or $552 per carload. Recovery of costs would require approximately a four-fold increase in traffic or a 150 percent rate increase over the 1973 levels.

PORTION OF GR&I BRANCH

USRA Line No. 464a

Penn Central



This portion of the GR&I Branch, formerly part of the Pennsylvania RR, extends from *Kalamazoo* (Milepost 187.1) to *Plainwell, Michigan* (Milepost 196.7), a distance of *9.6 miles*, in Allegan and Kalamazoo Counties, Michigan. The northern and southern extensions of this line and the PC Kalamazoo Branch, which crosses at Plainwell, are also under study in this Report. This line was not described as potentially excess in the U.S. DOT Report (see Zones 149 and 151).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Plainwell	2,061
Kalamazoo [1]	757
Total carloads generated by the line	2,818
Average carloads per week	54.2
Average carloads per mile	293.5
Average carloads per train	9.4
1973 operating information:	
Number of round trips per year	300
Estimated time per round trip (hours)	3.0
Locomotive horsepower	2,000
Train crew size	5

[1] Includes only traffic on segment.

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report."

Information for Line Retention Decision

Revenue received by PC		$804,179
Average revenue per carload	$285	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	170,151	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	445,957	
Total variable (avoidable) cost		616,108
Net contribution (loss): total		188,071
Average per carload	67	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph.)

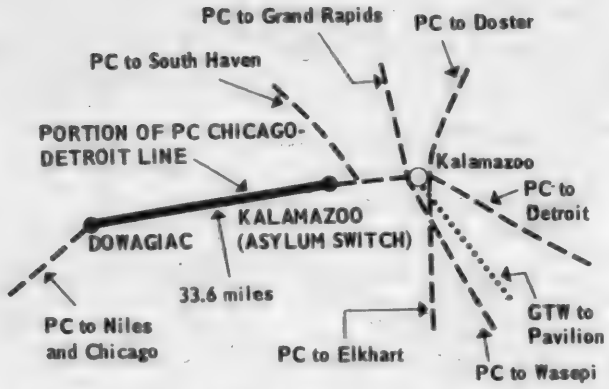
Recommendation

It is recommended that this portion of the GR&I Branch be included in the ConRail System.

PORTION OF CHICAGO-DETROIT MAIN LINE

USRA Line No. 466

Penn Central



This portion of the Chicago-Detroit Line, formerly part of the New York Central RR, extends from *Kalamazoo* (Milepost 145.0), to *Dowagiac, Mich.* (Milepost 178.6), a distance of *33.6 miles*, in Kalamazoo, Van Buren, and Cass Counties, Mich. This line is part of the old Michigan Central Main Line between Chicago and Detroit. The line continues westward from Dowagiac to Niles (also under study in this report) and eastward from Kalamazoo to Detroit. Amtrak currently operates passenger service over this route. This line was not described as potentially excess in the U.S. DOT Report (see Zones 149 and 151).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Mattawan	3
Lawton	128
Decatur	173
Total carloads generated by the line	304
Average carloads per week	5.8
Average carloads per mile	9.0
Average carloads per train	1.3
1973 operating information:	
Number of round trips per year	240
Estimated time per round trip (hours)	4
Locomotive horsepower	2,000
Train crew size	4

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated there was a good deal of general public comment on the need for more and improved intercity passenger service. John DeLora, Chairman of the Michigan Association of Railroad Passengers, reported that the Michigan Bureau of Urban and Mass Transportation is preparing a master plan for future rail passenger service. Mr. DeLora suggested that no abandonments should take place until the Bureau has completed its plan.

Information for Line Retention Decision

Revenue received by PC		$102,444
Average revenue per carload	$337	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	265,629	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	44,514	
Total variable (avoidable) cost		310,143
Net contribution (loss): total		(207,699)
Average per carload	(673)	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph). USRA staff have "discussed" with both the State of Michigan and Amtrak the options available for preserving intercity passenger routes should a few routes no longer justify continued freight service. At the present time, this line segment is used as part of the through route for Chicago-Detroit trains and Chicago-Port Huron trains. It has been suggested in previous meetings that both the State of Michigan and Amtrak will be evaluating this route so that a decision can be made at a later date on whether or not either party will wish to designate this line to be purchased, leased or otherwise acquired in their account.

Preliminary Recommendation

It is *not* recommended that this portion of the Chicago-Detroit Line be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $207,699 or $673 per carload. Recovery of costs would require approximately a four-fold increase in traffic or a 200-percent rate increase over the 1973 levels.

TRAVERSE CITY SECONDARY TRACK

USRA Line No. 470

Penn Central

The Traverse City Secondary Track, formerly part of the Pennsylvania RR, extends from *Walton Junction* (Milepost 0.0) to *Traverse City, Mich.* (Milepost

25.5), a distance of *25.5 miles*, in Grand Traverse County, Mich. This line connects with the GR&I branch of the PC at Walton Junction. The GR&I branch extending north and south of Walton Junction is also under study in this Report. At Traverse City

the line connects with the C&O lines to Northport, Petoskey and Manistee. The Penn Central has filed a petition to abandon this line, ICC Docket No. AB–5, Sub. 48. This line was described as potentially excess in the U.S. DOT Report (see Zone 165).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Summit City	0
Kingsley	12
Mayfield	1
Traverse City	166
Total carloads generated by the line	179
Average carloads per week	3.4
Average carloads per mile	7.0
Average carloads per train	2.0
1973 operating information:	
Number of round trips per year	90
Estimated time per round trip (hours)	8
Locomotive horsepower	2,000
Train crew size	4

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report." Information provided . . . that Kingsley, located 7 miles from Walton Junction, in planning a 40 acre industrial park. Kelloge Wholesale Building Supply Co. estimated 52 carloads in 1973 and projected 52 carloads. Brown Lumber Co. estimated 14 carloads in 1973. Cherry Central Coop. estimated 29 carloads in 1973 (none of these shippers appear on the USRA patron list). Michigan Foundry Supply (scrap metal) estimated 48 carloads in 1973. Executive Manager of Traverse City Chamber of Commerce at hearings in Traverse City stated the Traverse City Iron Works is in the process of building a new facility in the Airport Industrial Park and use 15 cars per month, estimating an increase of 10% in 2 years. He also stated that Traverse City Industrial Fund has purchased 160 acres in the Gawn area to be developed as an industrial park and are in need of rail service. He states a freeway network in northwest Michigan will not be completed until 1980 and the 2-lane highway system now in the area is inadequate to handle any additional traffic.

Information for Line Retention Decision

Revenue received by PC		$66,539
Average revenue per carload	$372	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	214,672	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	39,256	
Cost incurred beyond the branch line	42,659	
Total Variable (avoidable) cost		296,587
Net contribution (loss): total		(230,048)
Average per carload	(1,285)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 7,000 crossties (an average of 275 crossties per mile).

The reported potential traffic is completely inadequate to offset the loss generated by this line.

Preliminary Recommendation

It is *not* recommended that the Traverse City Secondary Track be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $230,587 or $1,285 per carload. Recovery of costs would require approximately a tenfold increase in traffic or a 340 percent rate increase over the 1973 levels.

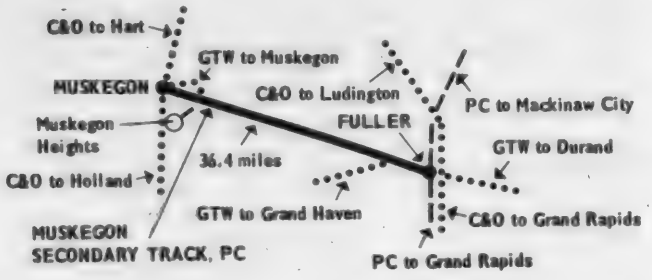
MUSKEGON SECONDARY TRACK

USRA Line No. 472

Penn Central

The Muskegon Secondary Track, formerly part of the Pennsylvania RR, extends from *Fuller* (Milepost 2.8) to *Muskegon, Mich.* (Milepost 39.2), a distance of *36.4 miles*, in Muskegon, Ottawa and Kent Counties, Mich. This line uses Grand Trunk Western Ry. trackage from Fuller to Walker (Milepost 10.0) and Penn Central trackage (over which Grand Trunk Western

Ry. has trackage rights) from Walker to Musgekon. At Kinney, Grand Trunk Western's branch to Grand



Haven diverges. At Muskegon, C&O's lines to Hart and Holland connect as does a Penn Central industrial line to Muskegon Heights, also under study in this Report. This line was described as potentially excess in the U.S. DOT Report (see Zones 163 and 164).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Grand Rapids[1]	97
Bristol	4
Kinney	129
Conklin	46
Ravenna	11
Muskegon	445
Total carloads generated by the line	732
Average carloads per week	14.1
Average carloads per mile	25.1
Average carloads per train	4.9
1973 operating information:	
Number of round trips per year	150
Estimated time per round trip (hours)	8.0
Locomotive horsepower	1,750
Train crew size	4

[1] Includes only traffic on segment.

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that the Dykistra Elevator Company and the Brunswick Corporation stressed their reliance on rail service and they criticized the present inadequate service. The former firm is served only once a week by the PC and this causes delays in their shipments. Consequently, the firm has decreased its rail use. Dykistra estimates that its rail usage would expand if service was increased. The latter firm continues to use the track even though service over the line is inadequate. Part of the inadequate service is attributable to the poor condition of the track. Still, Brunswick Corporation ships via this line because other shipping alternatives would entail significant cost increases and transit time increases. The firm also voiced opposition to the curtailment of the Grand Trunk Western's car-ferry service between Milwaukee and Muskegon. The Industrial Expansion Commission in Muskegon testified that eleven firms presently using the line are planning to expand necessitating increased rail service.

Information for Line Retention Decision

Revenue received by PC		$244,024
Average revenue per carload	$333	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	265,900	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	126,953	
Total variable (avoidable) cost		392,853
Net contribution (loss): total		(148,829)
Average per carload	(203)	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.).

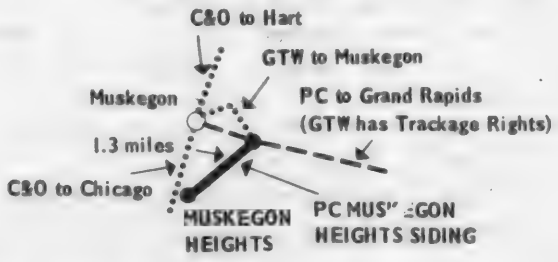
Preliminary Recommendation

It is *not* recommended that the Muskegon Secondary Track be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $148,829 or $203 per carload. Recovery of costs would require approximately a 125 percent increase in traffic or a 60 percent rate increase over the 1973 levels.

MUSKEGON HEIGHTS SIDING

USRA Line No. 472a

Penn Central



The Muskegon Heights Siding, formerly part of the Pennsylvania RR, extends from *Muskegon* (Milepost 0.0 to *Muskegon Heights, Mich.* (Milepost 1.3), a distance of *1.3 miles*, in Muskegon County, Mich. This line is a short spur off the Penn Central's Muskegon

Secondary Track which runs to Grand Rapids. (The Muskegon secondary track is also under study in this Report.) The Muskegon Heights Siding connects with the C&O. This line was not described as potentially excess in the U.S. DOT Report (see Zone 164).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Muskegon Heights	387
Total carloads generated by the line	387
Average carloads per week	7
Average carloads per mile	298
Average carloads per train	3
1973 operating information:	
Number of round trips per year	150
Estimated time per round trip (hours)	2
Locomotive Horsepower	1,750
Train crew size	4

Information Provided by RSPO, Shippers, Government Agencies

No information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report."

Information for Line Retention Decision

Revenue received by PC		$133,311
Average revenue per carload	$344	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	32,786	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	5,849	
Cost incurred beyond the branch line	85,581	
Total variable (avoidable) cost		124,216
Net contribution (loss): total		9,095
Average per carload	24	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 500 crossties (an average of 385 crossties per mile).

Although this line generates a net contribution, it is served by USRA segment 472 which generated a loss of $148,829. The contribution from this line does not offset the loss on segment 472.

Preliminary Recommendation

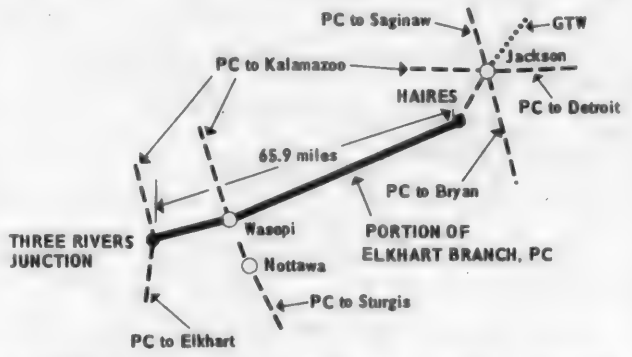
It is *not* recommended that the Muskegon Heights Siding be included in the ConRail System.

PORTION OF ELKHART BRANCH

USRA Line No. 473

Penn Central

This portion of the Elkhart Branch, formerly part of the New York Central RR, extends from *Haires*



(Milepost 4.0) to *Three Rivers Junction* (Milepost 69.9), a distance of *65.9 miles*, in Jackson, Branch, St. Joseph and Calhoun Counties, Mich. A continuation of this line extends northward from Haires to Jackson and southward from Three Rivers Junction to Elkhart. This line connects with the PC Kalamazoo Branch at Three Rivers Junction, also under study in this Report. At Wasepi, this line connects with the GR&I Branch of the Penn Central which is also under study in this report. This line was described as potentially excess in the U.S. DOT Report (see Zones 150 and 152).

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that the Homer Fertilizer and Feed Company, which has a capital investment of $250,000 is concerned about the increased cost of moving fertilizer by truck. Further, Homer Fertilizer reported that it would have shipped more goods had additional cars been available. Joers Farm Center, also reported that rail cars were unavailable. The Calhoun County Metropolitan Planning Commission is worried about the effects of abandonment, especially in regard to potential unemployment and retardation of community growth. The Commission also noted that Calhoun County has been classified as an economically depressed area by the Economic Development Administration.

Paul Treska, of the United Transportation Union, feels that abandonment of this line is unwarranted since hundreds of thousands of dollars have been spent rehabilitating the track over the last decade.

Information for Line Retention Decision

This line is required for through freight service, therefore local rail service will be provided to all shippers located on the line.

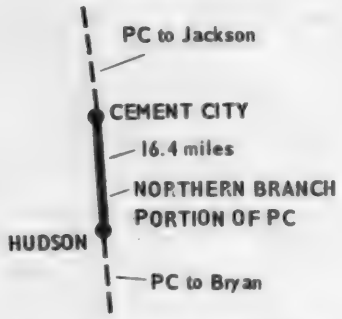
Recommendation

It is recommended that the Elkhart Branch be included in the ConRail System.

PORTION OF NORTHERN BRANCH

USRA Line No. 530a

Penn Central



This portion of the Northern Branch, formerly part of the New York Central RR, extends from *Cement City* (Milepost 13.5) to *Hudson, Mich.* (Milepost 29.9), a distance of *16.4 miles*, in Lenawee County, Mich. This line continues northward to Jackson and southward to Van Wert. Both are also under study in this Report. Penn Central has filed a petition to abandon this line, USRA Docket No. 75–33. This line was described as potentially excess in the U.S. DOT Report (see Zone 150).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Cement City	10
Addison Junction	1
Manitou Beach	2
Rollin	0
Total carloads generated by the line	13
Average carloads per week	0.3
Average carloads per mile	0.8
Average carloads per train	0.5
1973 operating information:	
Number of round trips per year	26
Estimated time per round trip (hours)	1.5
Locomotive horsepower	1,750
Train crew size	5

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report."

Information for Line Retention Decision

Revenue received by PC		$5,692
Average revenue per carload	$438	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	106,786	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	13,867	
Cost incurred beyond the branch line	8,025	
Total variable (avoidable) cost		123,678
Net contribution (loss): total		(117,986)
Average per carload	(9,076)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 1,770 crossties (an average of 108 crossties per mile).

Preliminary Recommendation

It is *not* recommended that this portion of the Northern Branch be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $117,986 to $9,076 per carload. Recovery of costs would require approximately a 44-fold increase in traffic or a 2,070 percent rate increase over the 1973 levels.

BENTON SECONDARY TRACK

USRA Line No. 635

Penn Central

The Benton Secondary Track, formerly part of the New York Central RR, extends from *Benton Harbor*

(Milepost 0.0) to *Niles, Mich.* (Milepost 28.0), a distance of *28.0 miles*, in Berrien County, Mich. This line connects at Niles with Penn Central's South Bend Secondary Track and the Chicago-Detroit line both of which are also under study in this Report. At Benton Harbor, connection is made with the C&O's Chicago Grand Rapids line. This line was not described as potentially excess in the U.S. DOT Report (see Zone 149).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Niles[1]	167
Benton Harbor	225
St. Joseph	904
Sodus	622
Eau Claire	237
Berrien Centre	12
Total carloads generated by the line	2,167
Average carloads per week	41.7
Average carloads per mile	77.4
Average carloads per train	8.7
1973 operating information:	
Number of round trips per year	250
Estimated time per round trip (hours)	6
Locomotive horsepower	2,000
Train crew size	5

[1] Includes only traffic on segment.

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that Michigan Consolidated Gas reported it will receive 240 carloads of 42 inch steel at St. Joseph this year.

Information for Line Retention Decision

Revenue received by PC		$755,975
Average revenue per carload	$349	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	331,608	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	33,860	
Cost incurred beyond the branch line	356,100	
Total variable (avoidable) cost		721,568
Net contribution (loss): total		34,407
Average per carload	16	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 2,000 crossties (an average of 71 crossties per mile).

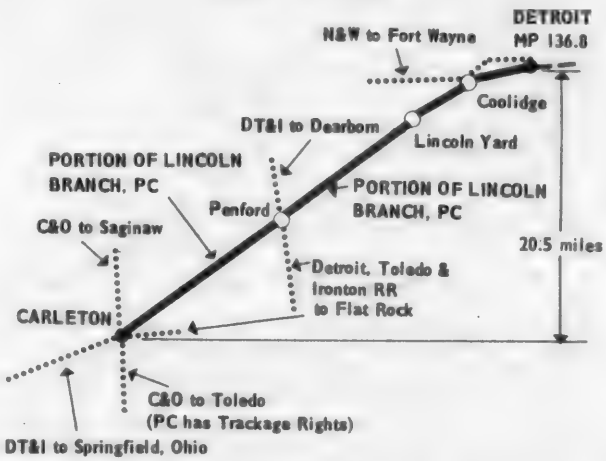
Recommendation

It is recommended that the Benton Secondary Track be included in the ConRail System.

PORTION OF LINCOLN BRANCH

USRA Line No. 636

Penn Central



This portion of the Lincoln Branch, formerly part of the Pennsylvania RR, extends from *Carleton* (Milepost 116.3) to *Detroit, Mich.* (Milepost 136.8), a distance of *20.5 miles*, in Monroe and Wayne Counties, Mich. This line formed part of the old Pennsylvania RR route from Toledo, Ohio to Detroit. South of Carleton, PC (ex-PRR) has trackage rights over the C&O Ry. This trackage rights agreement is also under study in this Report. At Carleton, and Penford (Milepost 129.4) the Detroit, Toledo & Ironton RR crosses and at Coolidge (Milepost 135.6) the N&W connects. This line was not described as potentially excess in the U.S. DOT Report (See Zones 113 and 155).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Ash	1,735
Brownstown	7,018
Carleton	2
Lurmet	112
Allen Park	1
Lincoln Park	711
Melvindale	14,380
Total carloads generated by the line	23,959
Average carloads per week	461
Average carloads per mile	1,168.7
Average carloads per train	79.9
1973 operating information:	
Number of round trips per year	300
Estimated time per round trip (hours)	10
Locomotive horsepower	1,500
Train crew size	4

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report."

Information for Line Retention Decision

Revenue received by PC		$7,631,314
Average revenue per carload	$319	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	1,008,669	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	4,561,847	
Total variable (avoidable) cost		5,660,516
Net contribution (loss): total		1,970,798
Average per carload	82	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph).

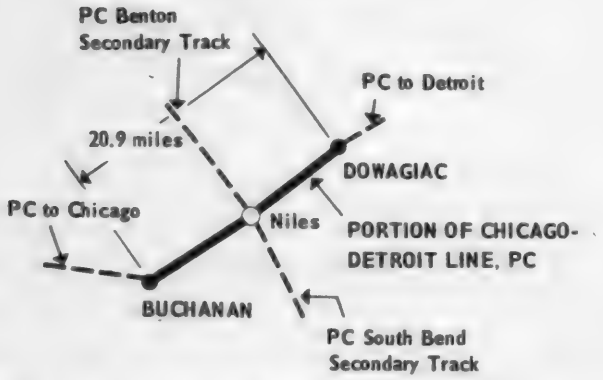
Recommendation

It is recommended that this portion of the Lincoln Branch be included in the ConRail System.

PORTION OF CHICAGO-DETROIT LINE

USRA Line No. 680

Penn Central



This portion of the Chicago-Detroit line, formerly part of the New York Central RR, extends from *Dowagiac* (Milepost 178.6) to *Buchanan, Mich.* (Milepost 199.5), a distance of *20.9 miles*, in Cass and Berrien Counties, Mich. The eastern and western extensions of this line to Kalamazoo and Michigan City respectively, and the PC Benton and South Bend Secondary Tracks which intersect at Niles, are also under study in this Report. This line was not described as potentially excess in the U.S. DOT Report (see zone 149).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Buchanan[1]	102
Niles[1]	641
Total carloads generated by the line	743
Average carloads per week	14.3
Average carloads per mile	35.6
Average carloads per train	3.1
1973 operation information:	
Number of round trips per year	240
Estimated time per round trip (hours)	4.0
Locomotive horsepower	2,000
Train crew size	5

[1] Includes only traffic on segment.

Information Provided by RSPO, Shipping, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report."

Information for Line Retention Decision

Revenue received by PC		$252,649
Average revenue per carload	$340	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	208,952	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	100,887	
Total variable (avoidable) cost		309,839
Net contribution (loss): Total		(57,190)
Average per carload	(77)	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph).

Preliminary Recommendation

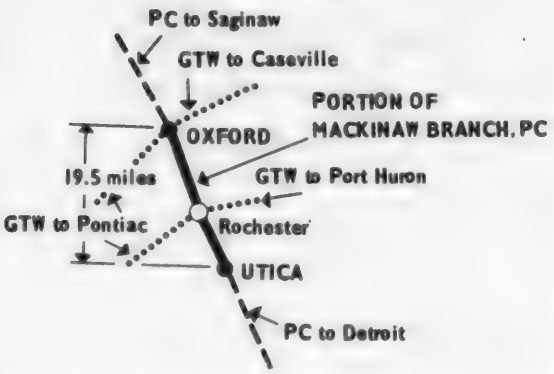
It is *not* recommended that this portion of the Chicago to Detroit line be included in the ConRail System, *except for that traffic at Niles which can be served off line 637*. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual ex-

cess financial burden amounting to $57,190 or $77 per carload. Recovery of costs would require approximately a 38 percent increase in traffic or a 23 percent rate increase over the 1973 levels.

MACKINAW BRANCH

USRA Line No. 688

Penn Central



This portion of the Mackinaw Branch, formerly part of the New York Central RR, extends from *Utica* (Milepost 20.7) to *Oxford, Mich.* (Milepost 43.6), a distance of *22.9 miles*, in Oakland and Macomb Counties, Mich. This line's northern extension to Lapeer Junction and Saginaw is also under study in this Report. Southward from Utica, the line continues into Detroit. It intersects two Grand Trunk Western Lines—the line from Pontiac to Caseville at Oxford and the Pontiac to Port Huron Line at Rochester. This line was not described as potentially excess in the U.S. DOT Report (see Zone 155).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Rochester	46
Lake Orion	19
Oxford	103
Total carloads generated by the line	168
Average carloads per week	3.2
Average carloads per mile	7.3
Average carloads per train	3.4
1973 operating information:	
Number of round trips per year	50
Estimated time per round trip (hours)	8
Locomotive horsepower	2,000
Train crew size	4

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that Church Lumber Company generated 44 carloads in 1973 from Oxford and 238 carloads in 1973 from their Utica plant. This company receives 95% of its shipments from British Columbia and elimination of rail service would close their Oxford lumber yard.

Information for Line Retention Decision

Revenue received by PC		$33,019
Average revenue per carload	$197	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	178,814	
Cost of upgrading branch line to FRA Class I (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	29,091	
Total variable (avoidable) cost		207,405
Net contribution (loss): total		(174,386)
Average per carload	(1,038)	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.).

Preliminary Recommendation

It is *not* recommended that this portion of the Mackinaw Branch be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $174,386 or $1,038 per carload. Recovery of costs would require approximately a forty-four-fold increase in traffic or a 527 percent rate increase over the 1973 levels.

PORTION OF THE WHITE PIGEON JUNCTION-HILLSDALE BRANCH

USRA Line No. 692a/639a

Penn Central

(Map not available)

This portion of the Penn Central, formerly part of the New York Central RR, extends from *Hillsdale*

(Milepost 360.6) to *White Pigeon Jct.* (Milepost 419.0), a distance of *58.4 miles*, in St. Joseph, Branch, and Hillsdale Counties, Mich. This line was not described as potentially excess in the U.S. DOT Report (see Zone 150).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Hillsdale	6,087
Jonesville	30
Coldwater	1,985
Batavia	18
Bronson	47
Burr Oak	44
Total carloads generated by the line	8,211
Average carloads per week	157.9
Average carloads per mile	140.6
Average carloads per train	27.4
1973 operating information:	
Number of round trips per year	300
Estimated time per round trip (hours)	15.0
Locomotive horsepower	1,500
Train crew size	5

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicates that Coldwater Public Utilities generated 582 carloads of coal traffic in 1973. The City Manager of Coldwater cited this line as an area for future population growth. The Coldwater Chamber of Commerce reported that the area is the fastest growing industrial area in south central Michigan, with nine firms having bought land during 1973 in a 500 acre industrial park.

Information for Line Retention Decision

Revenue received by PC		$2,026,473
Average revenue per carload	$247	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	814,829	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	1,670,085	
Total variable (avoidable) cost		2,484,914
Net contribution (loss): total		(408,441)
Average per carload	(50)	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph).

Preliminary Recommendation

It is *not* recommended that the White Pigeon Junction to Hillsdale Line be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $408,441 or $50 per carload. Recovery of costs would require approximately a 100 percent increase in traffic or a 20 percent rate increase over the 1973 levels.

D&M TRACKAGE RIGHTS

USRA Line No. 698

Penn Central

(Map not available)

This portion of the Detroit and Mackinac Railway is located in *Cheboygan*, in Cheboygan County, Mich. This line was not described as potentially excess in the U.S. DOT Report (see Zone 165).

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report."

Information for Line Retention Decision

Continued ConRail trackage rights over this line are *not* recommended.

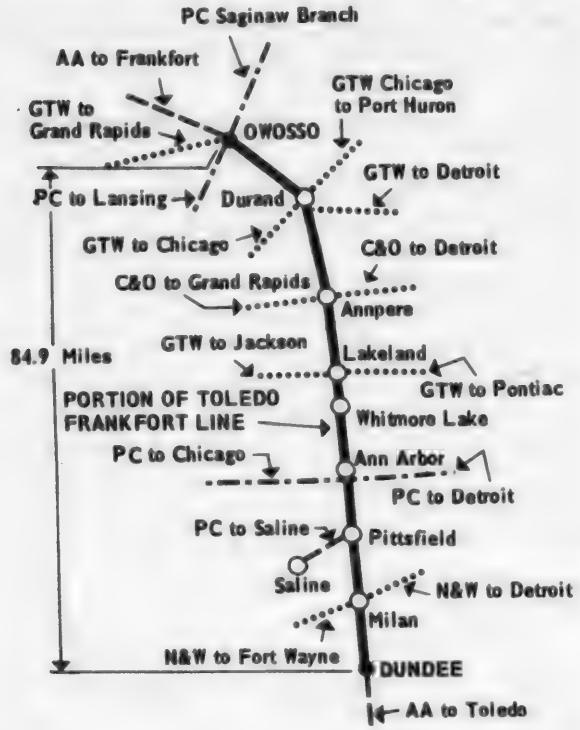
PORTION OF TOLEDO-TO-FRANKFORT LINE

USRA Line No. 1300

Ann Arbor

This portion of the Toledo-Frankfort line extends from *Dundee* (Milepost 22.8), to *Owosso, Mich.* (Milepost 106.0) a distance of *83.2 miles*, in Monroe, Washtenaw, Livingston and Shiawassee Counties, Mich. This study segment connects with the Penn Central's Chi-

cago to Detroit line at Ann Arbor, the Saginaw Branch at Owosso, and the Ida Branch at Federman. The Saginaw Branch and the Ida Branch are also under study



in this report. The Grand Trunk Western crosses at Owosso, Durand and Lakeland; the Norfolk & Western crosses at Milan, and the Chesapeake & Ohio crosses at Howell. The portions of this line north of Whitmore Lake and south of Pittsfield were described as potentially excess in the U.S. DOT Report (see Zones 113, 153 and 160).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Milan	116
Urania	1
Pittsfield	32
Saline	3,806
Ann Arbor	1,363
Whitmore Lake	1,227
Hamburg	2
Annpere	5
Howell	340
Oak Grove	16
Cohoctah	87
Byron	18
Durand	2
Vernon	218
Corunna	112
Totals carloads generated by the line	7,339
Average carloads per week	141.1
Average carloads per mile	88.2
Average carloads per train	28.2

1973 operating information:	
Number of round trips per year	260
Estimated time per trip (hours)	12.0
Locomotive horsepower	2,500
Train crew size	3

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that Ford Motor Co. at Saline shipped 4,000 carloads of autos in 1973. Lott Elevator indicated a great reliance on rail service.

Information for Line Retention Decision

Revenue received by AA		$921,400
Average revenue per carload	$125	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	1,105,160	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	432,639	
Total variable (avoidable) cost		1,537,799
Net contribution (loss): total		(616,399)
Average per carload	(84)	

This line would require no upgrading to meet requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.).

Preliminary Recommendation

It is *not* recommended that this portion of the Toledo-to-Frankfort Line be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic revenue and cost levels, this line generates an annual excess financial burden amounting to 616,399 or $84 per carload. Recovery of costs would require approximately a 125-per cent increase in traffic or a 65-percent rate increase over the 1973 levels.

PORTION OF TOLEDO-FRANKFORT LINE

USRA Line No. 1301

Ann Arbor

This portion of the Ann Arbor Railroad extends from *Owosso* (Milepost 106.0) to *Thompsonville, Mich.* (Milepost 270.3), a distance of *164.5 miles*, in Shiawassee, Clinton, Gratiot, Isabella, Clare, Missaukee, Wexford, Manistee, and Benzie Counties, Mich. The

Ann Arbor line continues north to Frankfort and south to Toledo with both extensions also under study in this Report. This line connects with two Penn Central lines,

the Saginaw Branch at Owosso and the GR&I Branch at Cadillac, both of which are also under study. The Grand Trunk Western operates over the Ann Arbor between Owosso and Ashley where it regains its own trackage for movement to/from Greenville. The GTW utilizes its own trackage from Owosso to Durand. Connections are made with the Chesapeake and Ohio at Alma (the Lakeview-to-Saginaw line), Mt. Pleasant (the Branch from Mt. Pleasant to Coleman), Clare (the Saginaw-Ludington line), and Thompsonville (where the Petoskey-Grand Rapids line crosses). This line was described as potentially excess in the U.S. DOT Report (see Zones 160, 161, 162 and 165).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Owosso	1,686
Carland	1
Elsie	16
Ashley	407
North Star	91
Ithaca	387
Alma	201
Shepherd	201
Mt. Pleasant	195
Rosebush	59
Clare	60
Farwell	10
Marion	25
McBain	63
Cadillac	967
Yuma	1,338
Thompsonville	20
Total carloads generated by the line	5,227
Average carloads per week	100.5
Average carloads per mile	31.8
Average carloads per train	26.1
1973 Operating Information:	
Number of round trips per year	200
Estimated time per round trip (hours)	15.5
Locomotive horsepower	2,500
Train crew size	5

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicates that Mr. Nash of DT&I said that AA has little or no on-line business between Frankfort and Owosso. A new sand operation at Yuma, Michigan (Sargent Sand Co.) has spent $700,000 developing sand resources. In 1973 Sargent Sand Co. shipped 1,400 cars of foundary sand and expects to reach 10,000 carloads per year and hopes to develop methods of bringing "used" or "spent" sand back to Yuma, meaning another 5,000–10,000 carloads a year. Sargent also is developing sand facilities at Harlan, also on AA.

Cadillac Malleable Iron Co. said lack of rail could boost their costs by $150,000. Mt. Pleasant, Michigan generates 1,000 carloads annually. Cadillac operates about 3,000 carloads.

Information for Line Retention Decision

Revenue received by AA		$1,122,655
Average revenue per carload	$214	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	1,609,988	
Cost of upgrading branch line to FRA class I (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	403,988	
Total variable (avoidable) cost		2,013,641
Net contribution (loss) total		(890,986)
Average per carload	(170)	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph).

Preliminary Recommendation

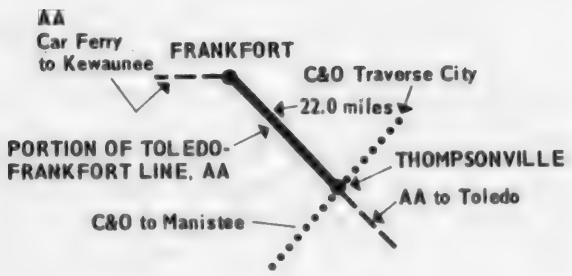
It is *not* recommended that this portion of the Toledo-Frankfort line be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $890,986 or $170 per car-

load. Recovery of costs would require approximately a 125 percent increase in traffic or an 80 percent rate increase over the 1973 levels.

PORTION OF TOLEDO-FRANKFORT LINE AND THE CROSS LAKE FERRY

USRA Line No. 1302/1303

Ann Arbor Railroad



This portion of the Ann Arbor Railroad, extends from *Thompsonville* (Milepost 270.5) to *Frankfort, Mich.* (Milepost 292.3), a distance of *21.3 miles*, in Benzie County, Mich. Connecting with this segment is the Cross Lake Ferry Service between Frankfort, Michigan and Kewaunee, Wisconsin. This line is the western end of the Ann Arbor line from Toledo. The C&O Traverse City to Manistee line crosses at Thompsonville. At Frankfort the AA operates Cross Lake Ferry Service to Kewaunee, Wis. which is also under study in this report. This line was described as potentially excess in the U.S. DOT Report (see Zone 165).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Beulah	27
Elberta	26
Frankfort	137
Kewaunee	19,637
Manitowoc	7,487
Total carloads generated by the line	27,314
Average carloads per week	525.3
Average carloads per train	52.4
1973 operating information:	
Number of round trips per year	521*
Estimated time per round trip (hours)	8.0*
Locomotive horsepower	5,000*
Train crew size	5*

*For rail service only.

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that opposition to the abandonment of this segment of line was voiced by the Traverse Bay Area AFL–CIO. Abandonment would retard future growth and development, and would result in employee layoffs. They also stated that an estimated 200 Frankfort residents are employed directly or indirectly by the Ann Arbor. The Benzie County Board of Commissioners noted that the existing unemployment rate in the Frankfort-Elberta is 13.4 percent. Hence, any increase in this could have severe effects on the economy of the area.

Pet, Inc. who shipped 106 carloads in 1972, stated that the area is a particularly poor one for truckers because of the distances involved. They are also concerned about the increased transportation costs inherent in the switch from rail freight to truck freight.

Information for Line Retention Decision

Revenue received by AA		$5,628,818
Average revenue per carload	$206	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	670,580	
Cost of upgrading branch line to FRA Class I (1/10 of total upgrading cost)	0	
Cost of float operation	2,499,000	
Cost incurred beyond the branch line (rail haul)	3,802,977	
Total variable (avoidable) cost		6,972,502
Net contribution (loss): total		(1,343,689)
Average per carload	(49)	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.).

Preliminary Recommendation

It is *not* recommended that this portion of the Ann Arbor be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $1,343,689 or $49 per carload. It is *not* recommended that the AA Ferry be operated. (See chapter 18 for discussion.)

PORTION OF VULCAN-OLD ROAD BRANCH

USRA Line No. 393

This portion of the Vulcan-Old Road Branch, formerly part of the New York Central RR, extends from *Vulcan, Ohio* (Milepost 300.2), to *N&W Crossing E. of*

Adrian, Mich. (Milepost 328.3), a distance of *28.1 miles*, in Lucas County, Ohio, and Lenawee and Monroe Counties, Mich. This line continues west to Adrian, approximately one-half mile west of the end of this segment,

which portion is also under study in this report. The lines from Clinton and Ida converge at Lenawee Jct. and a third branch runs from Grosvenor to Morenci; all three are also under study in this Report. At Riga the Main Line of the Detroit, Toledo & Ironton RR crosses and at Vulcan, Angola & Western RR. This line was described as potentially excess in the US DOT Report (see Zones 113 and 150).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Sylvania	108
Ottawa Lake	13
Riga	316
Blissfield	378
Palmyra	41
Adrian[1]	79
Toledo[1]	5
Total carloads generated by the line	940
Average carloads per week	18.1
Average carloads per mile	33.5
Average carloads per train	3.1
1973 operating information:	
Number of round trips per year	300
Estimated time per round trip (hours)	12
Locomotive horsepower	1,500
Train crew size	5

[1] Includes only traffic on segment.

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" indicated that the total carloads for this line was 4,060. Bird Seeley of Michigan Elevator Exchange testified that the DOT Report attributed their 3,269 carloads to the Toledo station and that he was reassured that the correction would be made.

Information for Line Retention Decision

Revenue received by PC		$294,886
Average revenue per carload	$814	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	412,146	
Cost of upgrading branch line to FRA Class I (1/10 of total upgrading cost)	79,329	
Cost incurred beyond the branch line	174,414	
Total variable (avoidable) cost		665,889
Net contribution (loss): total		(371,003)
Average per carload	(395)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 mph). Based on available information, this upgrading would include the replacement of a total of 14,050 crossties (an average of 500 crossties per mile). In addition to the traffic reported above, PC performs a switch move for approximately 3,300 cars generated by the Michigan Elevator Exchange. The revenue received by PC for these movements is $25. At this time, USRA has inadequate information to analyze this traffic.

Preliminary Recommendation

Although the preliminary recommendation is that this portion of the Vulcan–Old Road Branch not be included in the ConRail System, the costs and revenues generated by the cars switched for Michigan Elevator Exchange must be analyzed before a final recommendation can be made. Without immediately increasing revenue, continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $371,003 or $395 per carload. Recovery of costs would require approximately a three-fold increase in traffic or a 125 percent rate increase over the 1973 levels. Costs may also be lowered by reducing frequency, although this alone will not make the line viable.

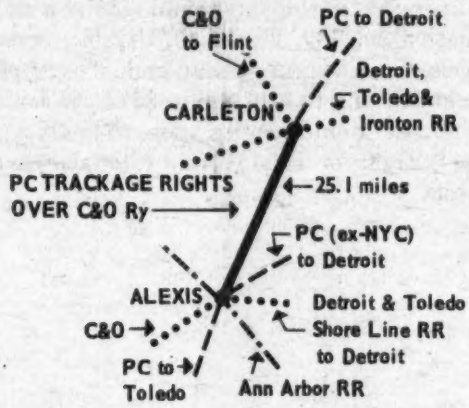
TRACKAGE RIGHTS OVER C&O RAILWAY

USRA Line No. 437

Penn Central

These trackage rights over the Chesapeake and Ohio Ry, extend from *Alexis, Ohio* (Milepost 90.9) to *Carleton, Mich.* (Milepost 116.0), a distance of *25.1*

miles, in Lucas County, Ohio and Monroe County, Mich. This portion of C&O trackage connected the Pennsylvania Railroad's Detroit lines with the Toledo



terminal area. At Alexis, the Ann Arbor, PC and C&O lines run into Toledo, and the Ann Arbor runs north to Ann Arbor and Lake Michigan. Connection is also possible with the PC (former New York Central) and Detroit & Toledo Shoreline routes to Detroit. At Carleton the Detroit, Toledo & Ironton RR Main Line crosses, the C&O continues north to Flint and Bay City and the PC (ex-PRR) line continues into Detroit. This line was not described as potentially excess in the U.S. DOT Report (see Zone 113).

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report".

Information for Line Retention Decision

Trackage rights over this line is used to serve USRA segment 636. The recommendation is that segment 636 be included in the ConRail system.

Preliminary Recommendation

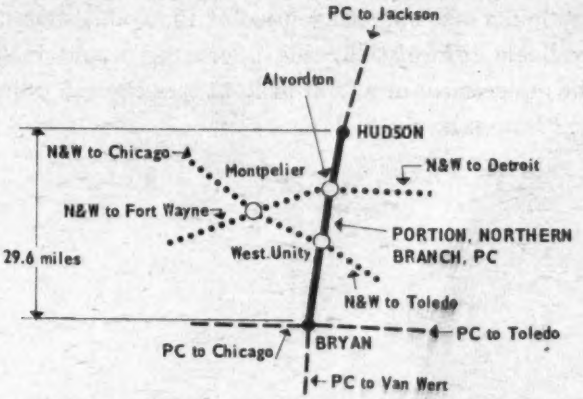
It is recommended that trackage rights over this portion of the C&O be included in the ConRail System.

PORTION OF NORTHERN BRANCH

USRA Line No. 530

Penn Central

This portion of the Northern Branch, formerly part of the New York Central RR, extends from *Hudson, Mich.* (Milepost 29.9), to *Bryan, Ohio* (Milepost 58.7), a distance of *28.8 miles*, in Lenawee and Hillsdale Counties, Mich. and Williams County, Ohio. Continuations of this line are northward from Hudson and southward from Bryan. Both of these continuations are also under study in this Report. Connections with other lines are: the PC Buffalo-to-Chicago line at Bryan, the Norfolk & Western Montpilier-to-Toledo line at West Unity and Fort Wayne to Detroit line at Alvordton. An abandonment application has been submitted to the ICC



by PC, Docket No. AB–5, Sub. 112–113 and also to USRA, Docket No. 75–33. This line was described as potentially excess in the U.S. DOT Report (see Zones 114 and 150).

Traffic and Operating Information

Stations (with their 1973 carloads) served by the line:	
Alvordton	0
West Unity	39
Pulaski	28
Hudson	125
Prattville	9
Waldron	26
Total carloads generated by the line	227
Average carloads per week	4.4
Average carloads per mile	7.9
Average carloads per train	4.5
1973 operating information:	
Number of round trips per year	50
Estimated time per round trip (hours)	9.5
Locomotive horsepower	1,750
Train crew size	5

Information Provided by RSPO, Shippers, Government Agencies

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report."

Information for Line Retention Decision

Revenue received by PC		$90,931
Average revenue per carload	$401	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	218,283	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	29,065	
Cost incurred beyond the branch line	51,411	
Total variable (avoidable) cost		298,759
Net contribution (loss): total		(207,828)
Average per carload		(916)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 1,924 crossties (an average of 67 crossties per mile).

Preliminary Recommendation

It is *not* recommended that this portion of the Northern Branch be included in the ConRail System. Continued operation of this line would require a rail service continuation subsidy. Under 1973 traffic, revenue and cost levels, this line generates an annual excess financial burden amounting to $207,828 or $916 per carload. Recovery of costs would require approximately a five-fold increase in traffic or a 225 percent rate increase over the 1973 levels.

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